NOVEMBER 23, 1953

Questions & Answers . . . p. 24

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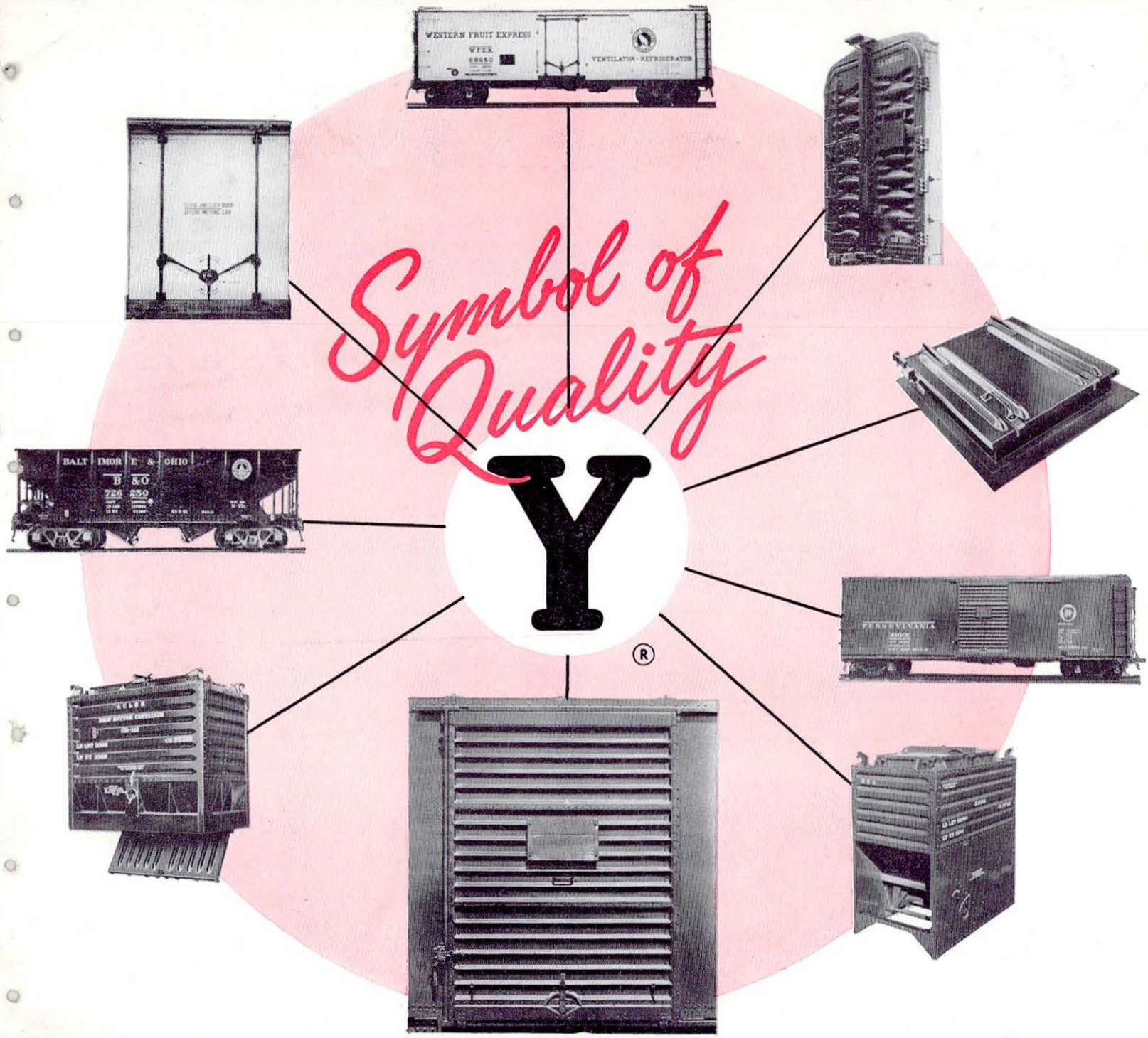
RAILWAY AGE

NEWS ISSUE

The Standard Railroad WEEKLY for Almost a Century



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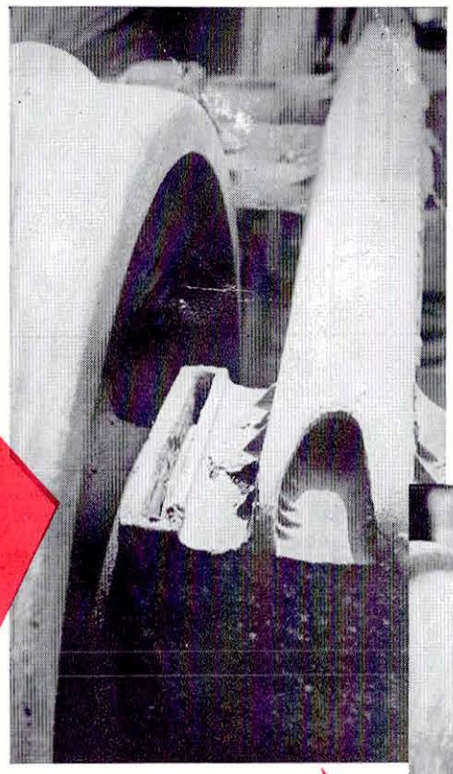

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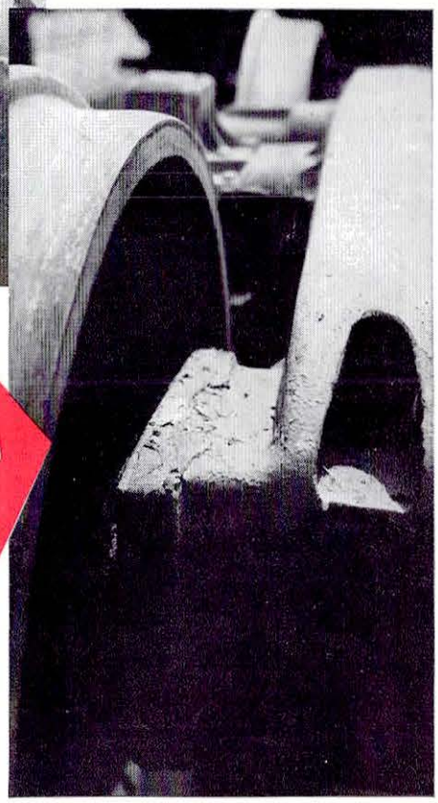

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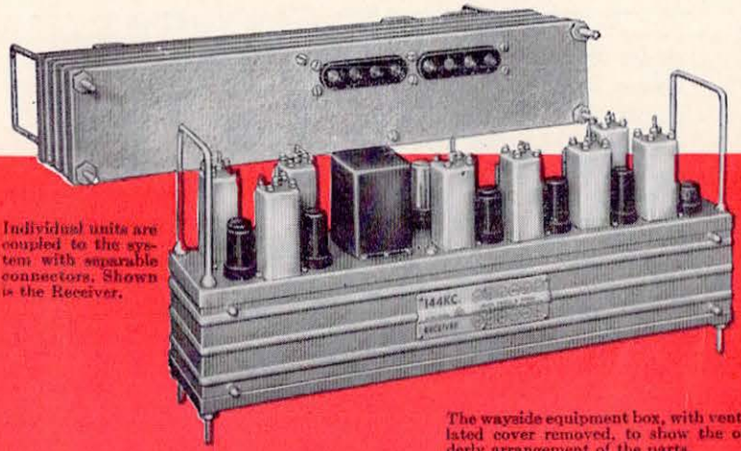
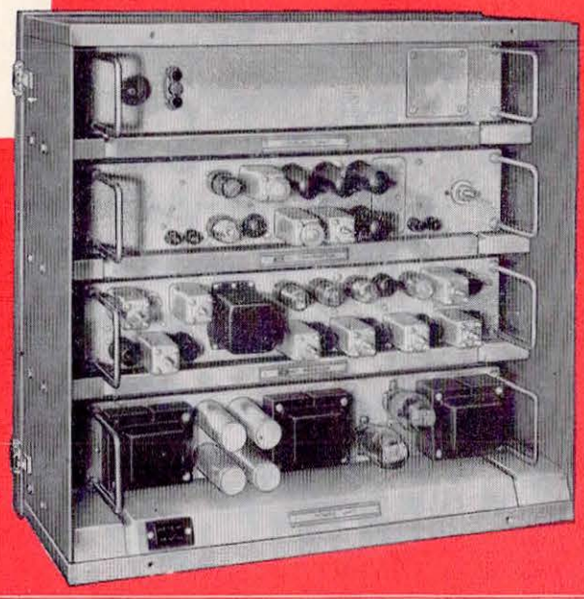
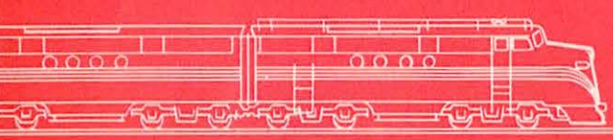


Individual units are coupled to the system with separable connectors. Shown is the Receiver.



The wayside equipment box, with ventilated cover removed, to show the orderly arrangement of the parts.



RAILWAY AGE

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Nov. 23, 1953 NEWS ISSUE Vol. 135, No. 21

Week at a Glance

A small monkey wrench in "piggy back"—and more mail by truck—are the first objectives of a new "Independent Advisory Committee to the Trucking Industry," headed by Dave Beck, general president of the Teamsters' union. 9

The "Do Not Hump" card is obsolete in the opinion both of railroad men and of shippers who have given *Railway Age* their views on the subject. 16

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FORUM: More railroad men who know their subject is an important dividend from the eastern railroads' program of "community relations" in four key eastern cities. 23

Another "quiz" on car service rules is included in this week's transportation Question and Answer page. 24

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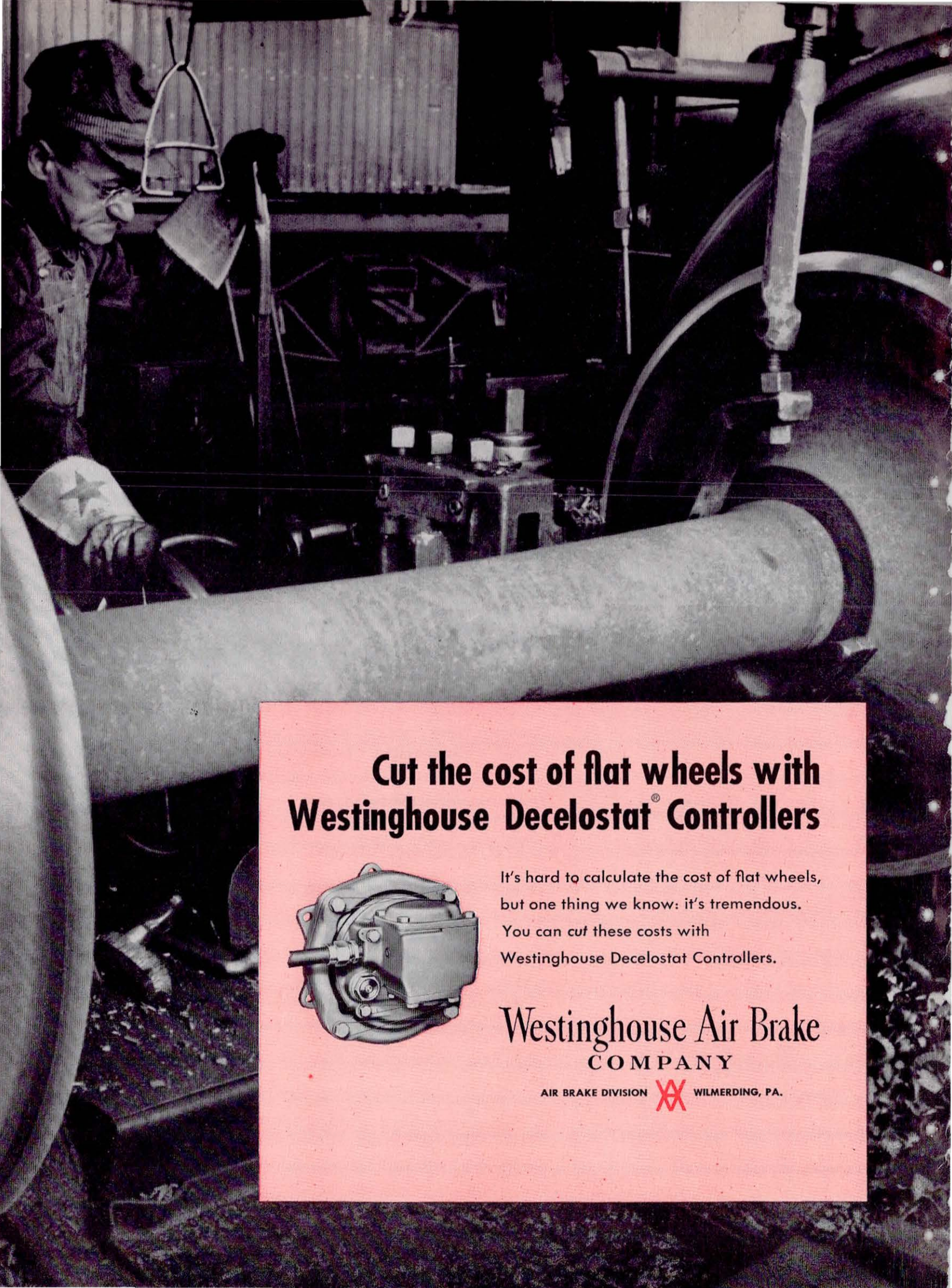
BRIEFS

Recommendations for setting up user charges on federal airways will go to Congress in January. Civil Aeronautics officials haven't yet decided whether the charges should be an added fuel tax or a ton-mile fee. In any



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Current Statistics

Operating revenues, nine months	
1953	$ 8,082,250,257
1952	7,753,276,654
Operating expenses, nine months	
1953	$ 6,087,046,185
1952	5,973,064,639
Taxes, nine months	
1953	$ 972,804,921
1952	909,278,663
Net railway operating income, nine months	
1953	$ 845,430,758
1952	735,326,363
Net income, estimated, nine months	
1953	$ 651,000,000
1952	532,000,000
Average price railroad stocks	
November 17, 1953	58.92
November 18, 1953	63.14
Carloadings revenue freight	
Fifty-five weeks, 1953	33,840,346
Fifty-five weeks, 1952	33,003,205
Average daily freight car surplus	
Wk. ended November 14, 1953	20,641
Wk. ended November 15, 1952	3,459
Average daily freight car shortage	
Wk. ended November 14, 1953	1,858
Wk. ended November 15, 1952	7,183
Freight cars delivered	
October 1953	8,727
October 1952	5,437
Freight cars on order	
November 1, 1953	35,171
November 1, 1952	90,708
Average number of railroad employees	
Mid-September 1953	1,224,719
Mid-September 1952	1,237,758

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Week at a Glance CONTINUED

case, the charges are expected to cost air lines in the neighborhood of $20 million annually.

Concern over the passenger-service deficit has led the National Coal Association to intervene in the mail pay case at I.C.C. The association cited commission figures showing 10 per cent of the 1951 deficit was attributable to losses on mail. It called this an undue burden on bituminous coal traffic.

A $50,000 gift to the trucking industry—to help meet the cost of a series of advertisements "giving a clear and continuing picture of services the trucking industry performs"—has been given to the American Trucking Associations' Foundation by International Harvester Company. The ad series will be jointly signed by the foundation and International Harvester. The contribution makes the company a "member" of the foundation.

Add another road to the growing list of those which publish a magazine or newspaper for employees: The Fort Dodge, Des Moines & Southern. An interesting feature of the road's monthly "Reporter" is publication of the company's total freight loss and damage claim bill for the month preceding.

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Youngstown Steel Door Company .....Front Cover

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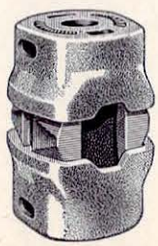

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Naturally the ride you get from these modified spring groups doesn't equal the riding qualities of the modern ASF Ride-Control Truck or the ASF Ride-Control Package. But, in cases where the age and condition of cars warrant only the *smallest* investment, the Simplex Snubber will pay big dividends in low-cost operation, less lading damage, longer car life, reduced car maintenance costs.

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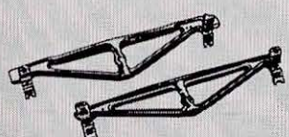
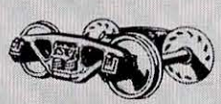
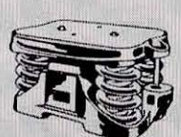

Cast Steel Brake Beams


Ride-Control Trucks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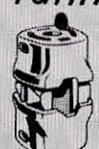
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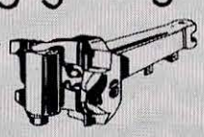
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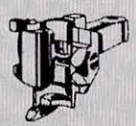
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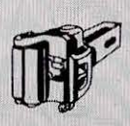

Type E Couplers

Beck Group Cautious on Piggy-Backs

New committee headed by chief of Teamsters' union is also launching drive to transfer more mail traffic from railroads

To promote truck-industry caution about "piggy-backing" and to convince the Post Office Department that all mail moving 300 miles or less should be transferred to motor carriers are major objectives of a new committee headed by Dave Beck, general president of the International Brotherhood of Teamsters.

Mr. Beck's colleagues on the committee include Walter F. Carey, former president of American Trucking Associations and now chairman of its board of directors; Roy Fruehauf, president of Fruehauf Trailer Company; and B. M. Seymour, president of Associated Transport. This group announced the committee's program at a joint press conference in Washington, D.C., November 17.

Joined on "Dynamic Program"—The committee is the Independent Advisory Committee to the Trucking Industry, and it was also called successor to the Trucking Industry National Defense Committee which was organized in 1951. As the press release put it, the present group "have joined together in a dynamic program designed . . . to aggressively combat any deliberate attempts to retard the [trucking] industry's development."

In response to questions, Mr. Beck said the committee there had in mind work the "railroad lobby" has done in promoting legislation which has erected "barriers" at state borders. He stuck to the charge under further questioning, but he said at one point that the railroads "wouldn't agree" that they have been responsible for such legislation.

As to lobbying activities of the trucking industry, Mr. Beck had this to say: "We're in our infancy on that. That's largely the reason for formation of this committee."

Piggy-Backing—The Beck group's caution about "piggy-backing" was reflected in the November 17 announcement which urged avoidance of "premature conclusions" about these trailer-on-flat-car operations. Claims that they would make a substantial contribution to a solution of the highway traffic problem were described as "misleading," and the obtaining of "more facts" was advocated.

Questions (most of which were answered by Mr. Beck) brought out the fact that the committee will study all phases of "piggy-backing," and that the Teamsters' union already has its own studies under way. Among attorneys retained for such studies is former Senator Burton K. Wheeler of Montana, who was chairman of the Senate Committee on Interstate and Foreign Commerce.

As Mr. Beck sees it now, many legal questions are presented. He said it is "highly questionable" whether "piggy-backing" has legal status under the Interstate Commerce Act.

He also expressed his own view that "piggy-back" operations are feasible only between terminals where full trailer loads go all the way. He considers it impractical to do any loading and unloading of the trailers en route. And he thinks there is nothing to the idea of using containers in combination with trailers on flat cars to service a route by dropping off containers at small points and trailers at larger points.

Crew Question Still Open—Other questions recalled that the Teamsters' union had taken the position that a truck driver should accompany each trailer carried by the New Haven in "piggy-back" service. The union is now subject to a court order prohibiting action to enforce that demand.

Mr. Beck was asked if it were his position that a driver should accompany each trailer shipped by rail. He replied that he hadn't yet determined what his position was. He prefaced this answer with protestations to the effect that he had always been against "featherbedding." and that he was "not in favor of charging for unproductive work."

Mr. Beck does not think that "piggy-backing" raises any jurisdictional issues between his union and the Brotherhood of Railway Clerks, which represents railroad station employees. As Mr. Beck sees it, the loading and unloading of the trailers is the work of truckmen; and he cannot visualize a situation which would support a valid claim that it is the work of railroad freight handlers.

Drive for Mail Traffic—The Beck committee's drive for mail traffic seeks to put on trucks mail now yielding the railroads from $160 million to $180 million annually in mail pay. Working on the campaign is John M. Redding, who was assistant postmaster general in the Administration of former President Truman and who has been retained by the Teamsters' union.

Mr. Redding was at the press conference. He asserted that the cost of transporting mail thus far trans-

DONALD GORDON (with maul in hand), chairman and president of the Canadian National, prepares to drive last spike in the CNR's new Sherridon-Lynn Lake line (*Railway Age*, November 16, page 120). The maul was nickel plated, and the spike was made of nickel, the first to be produced by the new multi-million dollar nickel and copper mine of Sherritt-Gordon Mines, Ltd., at Lynn Lake. The spike later was presented to Mr. Gordon as a memento of the historic occasion.

ferred to trucks was only half the cost of the former rail service—about $9,000,000 a year as compared with $18,000,000. It was Mr. Redding's position that these annual savings to the Post Office Department could be raised to nearly $100 million if all mail traveling 300 miles or less were trucked.

Such a transfer, in Mr. Beck's opinion, would merely reflect what he referred to many times as the "evolution of technological progress." Asked what President George M. Harrison of the B.R.C. thought about the prospect of having mail traffic taken from the railroads, Mr. Beck replied that he didn't know and wasn't "a damn bit interested."

He added that his own philosophy was to accept the "evolution of technological progress," even though that might sometimes mean loss of jobs by members of his union. He doesn't think Mr. Harrison has any different philosophy—at least, he "hopes" that's the situation.

Truck Ton-Mile Revenue Four Times Rail Average

Average revenue per ton-mile of motor carriers in 1952 was about four times that of the railroads—5.572 cents, compared to 1.43 cents.

This was shown by figures in the latest "Monthly Comment" issued by the Bureau of Transport Economics and Statistics of the Interstate Commerce Commission.

The figures go back to 1942, and the situation has been about the same in all years shown. In 1942, the railroads had average revenue per ton-mile of 9.32 mills—24.9 per cent of the truckers' average of 3.74 cents.

The truck figures are weighted averages of ton-mile revenues realized by common and contract carriers. The 1952 average for common carriers was 5.647 cents. The contract-carrier average was 4.643 cents.

The rail average rose 53.4 per cent between 1942 and 1952. The composite truck average was up 49 per cent.

Truckers Got $3.9 Billion From Intercity Hauls in '52

Common and contract truckers grossed an estimated $3.9 billion from the intercity traffic they handled in 1952.

The estimate, covering Class I, II and III truckers, was made by the Bureau of Transport Economics and Statistics of the Interstate Commerce Commission in the latest issue of its "Monthly Comment."

It put the 1952 revenues of common and contract carriers at $3,602.7 million and $297.9 million, respectively. These compared with 1951 figures of $3,459.6 million and $226.3 million.

Similar data were presented for bus operators, which had an estimated 1952 gross of $428.7 million from intercity, regular-route services. That compared with $432.6 million in 1951.

Air Lines' Passenger-Mile Revenue Down to Five Cents

Average revenue per passenger-mile of scheduled domestic air lines averaged only five cents in 1952. This was less than half a cent above the railroad average for parlor and sleeping-car service, plus the Pullman Company's average.

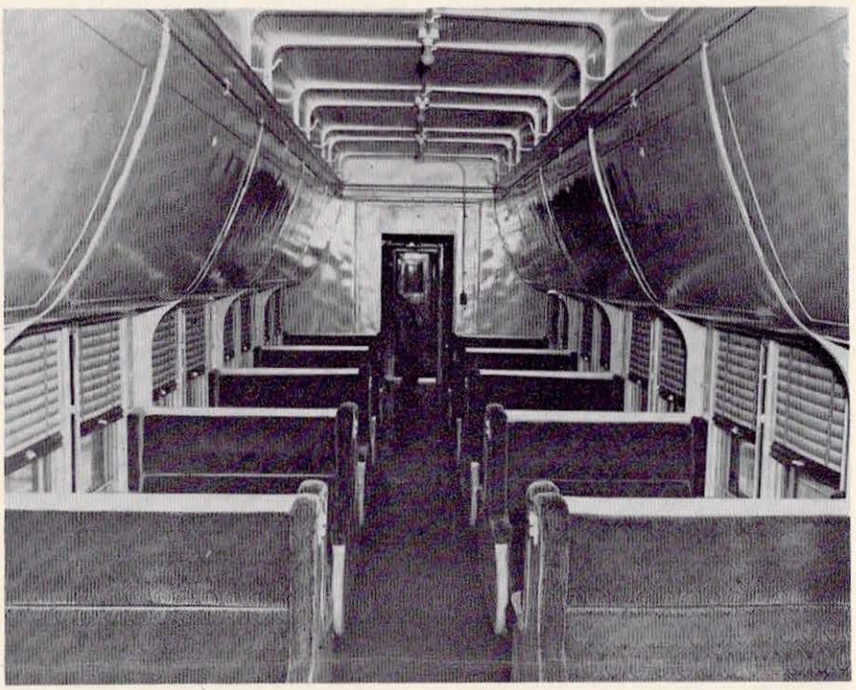
This railroad figure was 3.35 cents, and Pullman charges for space averaged 1.247 cents per passenger-mile, making a total of 4.597 cents. The 1952 air-line average reflected a drop from a 1951 figure of 5.6 cents. Meanwhile, the railroad and Pullman averages were up from respective 1951 figures of 3.27 cents and 1.144 cents.

These and other passenger-mile-revenue data for the 1942-1952 period were in the latest "Monthly Comment" of the Interstate Commerce Commission's Bureau of Transport Economics and Statistics. The "marked decrease" in the air-line average between 1951 and 1952 was attributed by the bureau to expansion of so-called air coach services.

Air Coach Revenue—During the first six months of this year, the air coach services yielded average revenue per passenger-mile of 4.12 cents. This compared with a 1952 average of 4.18 cents. Family travel fares of the trunk air lines yielded last year an average of 4.45 cents per passenger-mile, and like fares for local air services yielded 4.22 cents.

Railroad coach revenues, other than commutation, averaged 2.53 cents per passenger-mile in 1952. The average of this and the 3.35-cent first-class figure mentioned above was 2.79 cents. The overall rail average, including commutation revenues, was 2.66 cents. The 1952 average for intercity Class I motor carriers of passengers was 2.03 cents.

The railroad average for parlor car and sleeper service increased 39.6 per cent between 1942 and 1952, and the coach-service average rose 42.9 per cent. Meanwhile, the air lines' average declined 5.3 per cent.



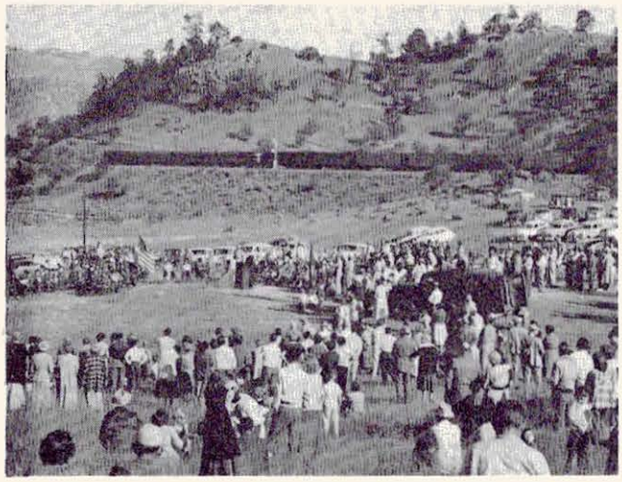
BUNK CARS, converted from former tourist sleeping cars, are being turned out simultaneously by the Missouri Pacific's shops at Sedalia, Mo., DeQuincy, La., and Kingsville, Mo. Because the cars will no longer move in passenger service, the MP has stripped them of original six-wheel trucks, and steam and signal lines. Ends of the cars have a lounge space, and locker and wash facilities with a shower stall. In some cases, the upper berth is used to house storage cabinets.

Operations

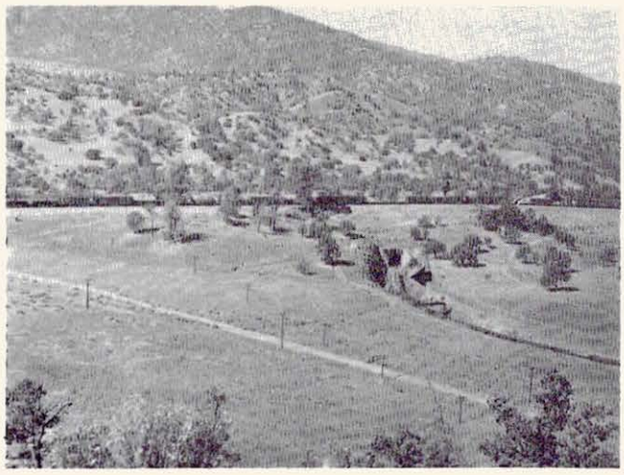
Reid Outlines New York-New Jersey Transit Plan

A plan to provide a modern rapid-transit system for commuters between New York City and New Jersey, at an estimated cost of $250,000,000, was proposed to the New York Metropolitan Rapid Transit Commission by

LOOP BECOMES A LANDMARK



TEHACHAPI LOOP—that unusual configuration in the Southern Pacific's San Joaquin route near Bakersfield, Cal.—became a registered state landmark recently, when 3,000 persons observed the dedication of a historical marker at the center of the loop. The dedicatory ceremony was sponsored by the Kern County Historical Society. R. E. Hallawell, SP general manager, was principal speaker.



PASSING UNDER ITSELF, the head end of this SP freight train (arrow) is 77 feet below the rear cars, in the background. The loop was built in 1876 under direction of William Hood, a Southern Pacific engineer, in order to attain passage over the summit of the Tehachapi mountains. To climax the dedication ceremonies, the SP arranged a passing of two long freight trains at the scene.

William Reid, president of the Hudson & Manhattan, on November 12. The proposed transit system, to be built in two stages of two and three years each, would provide direct rail service between all New Jersey railroads and principal New Jersey highways, as well as midtown and downtown Manhattan.

As part of stage one, Mr. Reid said, a new uptown "feeder link" would be constructed along the west side of the Palisades ridge from the H&M Journal Square station in Jersey City to Paterson Plank road, North Bergen, where a 1,000-car parking lot would be built. The parking fee would be 35 cents. Another portion of the first stage visualizes a transfer from the Central of New Jersey to the H&M 3½ miles east of Newark. Running time from there to Hudson Terminal, New York, would be 13 minutes—rush-hour service would operate every 1½ minutes. This would permit discontinuance of Jersey Central ferry service between its Jersey City terminal and Liberty street, New York.

Stage one also provides for a large parking lot near the present Grove Street station of the H&M, so automobiles using the Jersey Turnpike Extension could be parked on the New Jersey side and their riders could use the Hudson Tubes to Manhattan. Also included in this stage is purchase of 364 air-conditioned passenger cars at an approximate unit cost of $80,000.

Construction of a tunnel under Bergen hill, the Hudson river and Manhattan is included in stage two. This would serve three stations in Manhattan while proceeding east under 50th street, south under Fifth avenue, west under 35th street and back under the river to New Jersey. One station would be at Rockefeller Center; another under Fifth avenue between 42nd and 45th streets just west of Grand Central Terminal; and the third under 35th street, centered at Seventh avenue and extending between Eighth avenue and the Avenue of the Americas (Sixth avenue). Running time between North Bergen and Rockefeller Center would be five minutes. Stage two operations would require purchase of an additional 20 passenger cars at the same unit cost as the previous 364.

Mr. Reid pointed out that JCL passengers are provided for in stage one of his plan. When the stage two tunnel is built, Lackawanna and Erie passengers would transfer at a new Marion Transfer station to be built just north of the present H&M Journal Square station. From there, passengers could proceed to uptown New York via North Bergen and the new uptown tubes. Passengers for downtown New York would proceed to H&M's existing Hudson Terminal via the present tube, all ferry service having been discontinued.

An estimated 102,100,000 passengers would be accommodated annually by the proposed system, Mr. Reid said. Estimated annual revenue would be $24,200,000, and expenses before debt service would total $10,760,000. After debt service charges of $10,780,000, the surplus would be $2,660,000. If subsidies similar to those spent by the states of New York and New Jersey on highways were applied to construction of the proposed rapid transit system, he emphasized, there would be no difficulty in setting up a financial plan which would permit sale of bonds to construct the system.

National Carloading Establishes New Division

A Southern division, with headquarters in Atlanta, has been formed by the National Carloading Corporation, to expedite freight movement to and from the South.

Mitchell B. Moore has been named a vice-president and placed in charge of the newly created division. He has been associated with the company since 1930, having served for the past five years as assistant vice-president of the Western division, at Dallas. He will be aided by Hugh E. Cooney, assistant vice-president, formerly of Cincinnati.

T. R. Hudd, president, said creation of the new division represents a "big change in National Carloading's operations" and recognizes the growing importance of the South as an industrial area. Recently four new stations were added in Florida (*Railway Age*, August 24, page 14).

Aggregate Car Capacity at Peak

Aggregate capacity of freight cars owned or leased by Class I line-haul railroads last year reached a peak of 93,544,000 tons. The average capacity of the cars was 53.2 tons.

These and like figures for other years back through 1940 were presented by the Bureau of Transport Economics and Statistics of the Interstate Commerce Commission in its latest "Monthly Comment." The same issue also had articles on the age of freight and passenger cars and on motive power.

Big Cars a Big Factor—The ca-

pacity figures showed that between December 31, 1940, and the end of 1952 the aggregate capacity of freight-carrying cars increased by 10.8 million tons. The bureau calculated that this was equivalent to 216,440 cars of 50 tons capacity (the 1940 average). However, the increase in average capacity was such that the actual rise in the total number of cars was only 105,359.

The average pay load (tons per car of carload revenue freight) was 41.8 tons in 1952. This was but slightly less than 1951's 42 tons, the best of the 1940-1952 period. The average load in 1940 was only 37.7 tons.

Age of Cars—The age data showed that 44.27 per cent of the freight cars were no more than 15 years old as of last January 1. Nearly one-third of the fleet (31.5 per cent) was no more than 10 years old. Cars no more than 20 years old comprised 52.15 per cent of the fleet, while those more than 30 years old comprised 17.9 per cent of the total.

Passenger-train cars are older. Their average age on January 1 was 28.92 years. Cars comprising more than three-quarters of the fleet were over 20 years old, and 37.55 per cent were more than 30 years old.

The motive power data covered Class I switching and terminal companies as well as line-haul roads. They showed 29,819 locomotives of all types on line as of August 31. This represented a decline of 29.8 per cent from the August 31, 1946, total of 42,451 locomotives. Meanwhile, the number of diesels quadrupled—from 3,499 to 16,389.

RAILROADS AMONG FIRST AND MOST VIGOROUS ADVOCATES OF GOOD HIGHWAYS, SAYS DeBUTTS

"Railroads were among the first and most vigorous advocates of good highways. They remain today as vigorous advocates of good highways. Hundreds of millions of dollars of railroad taxes—billions, probably—have found their way into the concrete and macadam of our nation's highways and streets.

"We depend upon good highways and street systems for completion of the basic transportation job which railroads do. Let no one be misled. If railroads have a quarrel at all it is not with those who want the kind of highway system we have tried to create in Virginia, a system which properly takes into account the needs of the overwhelming majority of highway users.

"A network of good highways fit for normal use of about 99 per cent of private individuals and commercial users, reaching into every community and area, crossing and crisscrossing the state is a resource beyond measure in value to Virginia citizens.

"It affords us pleasure and communication, freedom to move about the state and to transact business. It serves our farmers and our industries. It brings visitors to our resort areas and their millions of expenditures into Virginia pocketbooks. Last year, I am told, out-of-state cars traveled almost 150,000,000 miles on our primary road system alone. And, it would be the rare instance, indeed where these travelers would fail to leave substantial sums within the state for food, lodging and purchases of many kinds.

"Then, there is another class of highway visitor in our state. Definitely a transient, this visitor leaves nothing behind if he can possibly do so except trails of destruction on many of our roads and complaints that we fail to build roads and bridges strong enough to support the great loads he would like to transport over them. Complaints, too, that we refuse to permit larger and heavier vehicles to be operated to the greater, more rapid, destruction of our highways.

"This visitor, of course, has his counterpart within the state. Whatever the validity of the arguments presented by the local counterpart, the visitor has no right to insist that Virginia do otherwise than what Virginia considers right in the overall interest of the citizens who pay the bills.

"Nor have the local 'citizen' and the visiting destroyer, when leagued together, the right to insist that the highway network which is a great resource be exploited to the benefit of those few in number while penalizing almost every other highway user.

"Certainly, from the standpoint of public interest, we cannot continue to employ public funds in ever-increasing measure to finance a race between highway design engineers and the group of users, extremely small in number comparatively, which insists that highways be built heavier, wider, stronger, to furnish a roadbed for a huge transportation industry. Nor should our counties, cities and towns continue to be required to penalize citizens in order to expedite movement of heavy through traffic.

"This problem is common to all states today. Each faces, as does Virginia, a decision as to whether two great transportation resources shall be damaged; one the common highway system, projected and built fundamentally to meet the needs and uses of the overwhelming majority of citizens. The other—the railroads—is, likewise, a basic resource for industrial and business prosperity. Railroads ask no favors in fair competition. They are damaged only when, while paying all their own costs of doing business and maintaining their own rights-of-way, they must compete with others who do not do these things.

"You can see readily the double loss to Virginia. Increasing, almost intolerable, tax requirements to maintain and build highways must continue if the philosophy of a small group of users is to prevail. And the point of diminishing returns will be reached in tax payments from railroads, in wages to employee-citizens of the state, in purchases made within the state, in ability to render rail transportation service, if that same philosophy is successfully promoted. Railroads of Virginia — as citizens of the state which, for example, my own road has served in its own name for almost 60 years and through predecessors for 123 years—ask only that they be recognized as a resource which should not be exploited to the detriment of the state.

"We want good highways. We support good highway programs. . . . We will continue to support good highway programs as, throughout Virginia and the South, we support all measures leading to growth and to prosperity."—*From an address by Harry A. DeButts, president, Southern, before the Seventh Annual Virginia Highway Conference.*

Railway Time Zone Change Announced by CNR

A major shift in Canada's railway time zones has been made by the Canadian National, R. M. Parker, superintendent of time service for the system, has announced.

The change affects 306 miles of CNR territory which have been transferred from Eastern to Atlantic Standard Time. All stations on the 106-mile line from Campbellton, N.B., to Riviere du Loup, Que., and in the 200 miles from Matapedia to Gaspe, Que., are now on A.S.T., one hour ahead of Eastern time. Adoption of Atlantic Time for the Railway's entire Campbellton Division places all CNR train services throughout the mainland area in Canada's Maritime provinces in one time zone.

Towns and villages along the routes affected have also made a time adjustment to conform with the CNR action.

Rates & Fares

East-to-South Steel Rates Are Lowered

Reduced railroad freight rates on iron and steel products from all points in Eastern territory to all points in Southern territory went into effect November 14. Edgar V. Hill, chairman

of the Traffic Executive Association—Eastern Railroads, said the Interstate Commerce Commission agreed to a petition to advance the effective date of the lower rates from November 21 to November 14.

Eastern carriers, Mr. Hill said, had asked the commission to advance the effective date to put shippers in Eastern territory on an equal competitive basis with those in Southern territory. The new Eastern tariffs were filed October 21, and reduced rates in Southern territory went into effect, with I.C.C. sanction, on November 5 (*Railway Age*, November 9, page 40).

The new rates will effect substantial savings for shippers. Under the old rates, an 80,000-lb. carload shipment of iron or steel from Cleveland to Charlotte, N. C., would cost the shipper $883.20 in freight charges, excluding tax. Under the new tariffs, freight on the same shipment is $608, excluding tax, a saving of $275.30. A 40,000-lb. carload of iron or steel products between the two points would cost the shipper $441.60 under the former rate schedule, but only $336 under the new tariffs.

Eastern Roads Extend, and Continue, Drought Rates

Eastern railroads have extended their half-rate program for shipment of hay to drought areas to include eight Southwestern states, and about 100 additional counties in Southern states have been added to the list of destinations eligible for the reduced rates.

The special 50 per cent reduction is now effective on shipments of hay to Arkansas, Colorado, Kansas, Missouri, Nevada, New Mexico, Oklahoma and Texas, whereas previously these special rates on shipments from Eastern territory had applied only on hay going to Kentucky, Mississippi, North Carolina, Tennessee and Virginia.

Eastern carriers have also announced six weeks' extension of the reductions, which now will remain in force until December 31.

Figures of the Week

Freight Car Loadings

Loadings of revenue freight in the week ended November 14 totaled 727,058 cars, the Association of American Railroads announced on November 19. This was a decrease of 20,810 cars, or 2.8 per cent, compared with the previous week; a decrease of 100,692 cars, or 12.3 per cent, compared with the corresponding week last year; and a decrease of 87,200 cars, or 10.7 per cent, compared with the equivalent 1951 week.

Loadings of revenue freight for the week ended November 7 totaled 747,868 cars; the summary for that week, compiled by the Car Service Division, A.A.R., follows:

REVENUE FREIGHT CAR LOADINGS
For the week ended Saturday, November 7

District	1953	1952	1951
Eastern	124,071	136,540	129,900
Allegheny	144,961	161,953	158,565
Pocahontas	51,163	58,085	63,052
Southern	124,013	133,560	130,793
Northwestern	115,345	136,557	107,827
Central Western	127,915	137,260	138,431
Southwestern	60,400	65,340	62,835
Total Western Districts	303,660	339,157	309,093
Total All Roads	747,868	829,295	791,403
Commodities:			
Grain and grain products	53,213	52,994	52,567
Livestock	14,530	12,376	13,957
Coal	123,446	146,793	167,059
Coke	12,326	14,990	16,968
Forest products	44,046	47,250	45,497
Ore	59,467	81,566	40,366
Merchandise l.c.l.	69,418	74,693	73,230
Miscellaneous	371,422	398,633	381,759
November 7	747,868	829,295	791,403
October 31	780,863	862,116	837,617
October 24	804,413	760,773	864,800
October 17	822,539	838,408	886,648
October 10	804,070	842,797	868,683
Cumulative total 45 weeks	33,840,346	33,003,205	35,451,607

In Canada.—Carloadings for the 10-day period ended October 31 totaled 118,675 cars, compared with 84,290 cars for the previous seven-day period, according to the Dominion Bureau of Statistics.

	Revenue Cars Loaded	Total Cars Rec'd from Connections
Totals for Canada:		
October 31, 1953	118,675	44,240
October 31, 1952	139,418	50,869
Cumulative Totals		
October 31, 1953	3,363,598	1,371,209
October 31, 1952	3,477,103	1,463,039

Law and Regulation

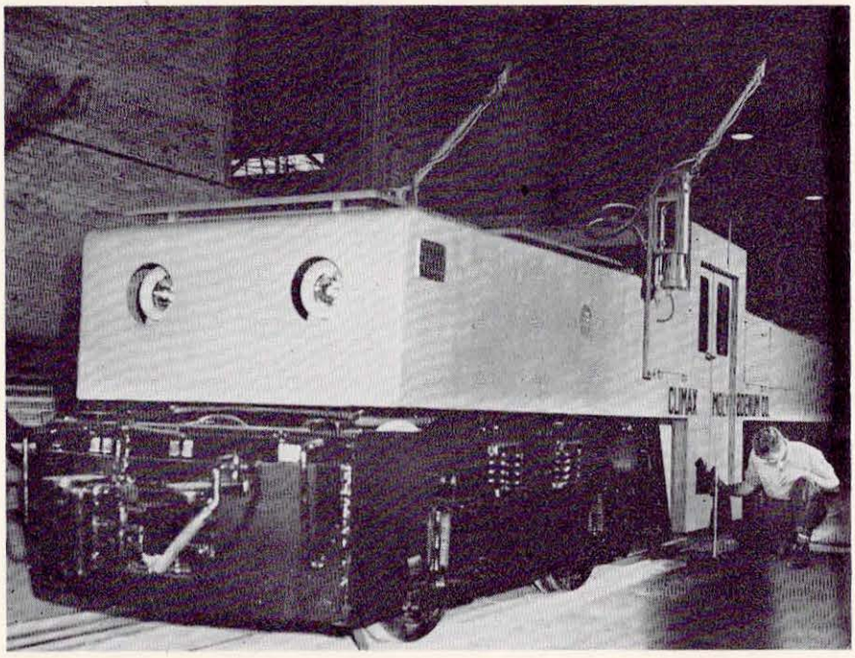
I.C.C. Managing Director Has Broad Grant of Power

E. F. Hamm, Jr., the Interstate Commerce Commission's new managing director, has authority to appoint and fire bureau chiefs and other staff officers of the commission. He also has the responsibility "for reviewing addresses or speeches by any employee of the commission, before they are made public, insofar as they touch on administrative matters, or cover the operations of the commission."

This was shown by a November 16 press release which Mr. Hamm issued to spell out the duties of his office. Generally, as the release put it, the managing director is the commission's "chief operating official," and he is "charged with the performance of all commission duties of an administrative nature not otherwise reserved by law."

Appointing Authority—Mr. Hamm reports to the commission through its chairman who is Commissioner J. Monroe Johnson. The managing director's appointing and firing authority, however, is to be exercised "with the advice and consent of the commission and in accordance with Civil Service regulations."

Excluded from this authority are the commission's chief counsel, its secretary, and employees whose appoint-



SIX-FOOT, EIGHT-INCH LOCOMOTIVE—To overcome clearance limitations in a mine of the Climax Molybdenum Company, the General Electric Company designed an all-electric locomotive with an overall height of only six feet, eight inches. It is one of seven which will be used in the Climax, Colo., mines, at an altitude of more than 11,000 ft. above sea level, to do hauling in connection with a new mining project to develop a body of low-grade molybdenum ore. To meet the low mine clearance and still provide comfort for the operator, G.E. engineers employed a drop-center cab which clears the rails by only eight inches.

ment is "otherwise provided by law." The latter would include the director and assistant directors of the Bureau of Locomotive Inspection, who are Presidential appointees.

In carrying out his responsibility for reviewing speeches by commission employees, Mr. Hamm will "clear with the chairman any portions of such speeches as have to do with the policies, objectives and purposes of the commission." The speech-clearing job is part of the managing director's public relations assignment.

Public Relations—That assignment covers relations of the commission with other government agencies, with the carriers it regulates, and with the public, "except where the chairman acts as official spokesman for the commission." Also excluded is "that type of public information which, by law, the commission's secretary is required to furnish the public, or such duties as may be delegated to the secretary by the commission."

Other jobs of the managing director include supervision of the work of bureaus, offices, and field offices; establishment of a personnel program; preparation of the commission's budget estimates; appointment of personnel of boards of employees to which the commission assigns work; and preparation of special studies or special reports, including the commission's annual report and presentations to Congress on proposed legislation or other matters.

"In general," the release also said, "his [the managing director's] authority is exercised in planning for greater efficiency and economy in the administrative functions of the commission, and in supervising the operations of the commission's staff to assure the carrying out of those plans. His planning does not cover the quasi-judicial or quasi-legislative work of the commission, but if the adoption of his plans for the administrative phase will affect the quasi-judicial or quasi-legislative side . . . the managing director will make the necessary recommendations to the commission."

Hamm Moves to Establish Fee System at the I.C.C.

E. F. Hamm, Jr., managing director of the Interstate Commerce Commission has appointed a committee of the commission's staff to prepare proposed schedules of fees to be collected by the commission in connection with its licensing activities and other like operations.

Establishment of such fee-charging arrangements is required under a directive issued recently by Director Dodge of the Bureau of the Budget. They must be established by February 1, 1954, so Mr. Hamm has called upon the commission committee to submit its recommendations by January 8.

Members of the committee are the commission's secretary (G. W. Laird) who is chairman; the chief examiner (F. E. Mullen), and directors of the bureaus of Finance, Motor Carriers and Traffic (C. E. Boles, W. Y. Blanning and C. G. Jensen, respectively). One representative of Mr. Hamm's office and another from the commission's Budget and Fiscal Section have been assigned as staff assistants to the committee.

1953's 2d Quarter Loading Estimate Was 1.9% Low

The 13 regional Shippers Advisory Boards underestimated car loadings for the second quarter of 1953 by 1.9 per cent, according to the latest comparison of forecasts with loadings made by Arthur H. Gass, chairman of the Car Service Division, Association of American Railroads.

Mr. Gass said nine of the 13 boards underestimated second quarter loadings. The range was from a 9.1 per cent underestimate by the New England board, to 0.16 per cent by the Pacific Coast board.

Overestimates ranged from 2.5 per cent, by the Atlantic States board, to 0.26 per cent by the Trans-Missouri-Kansas board.

On the basis of the 32 commodity groups, there were overestimates in 15 groups and underestimates in 17. Overestimates ranged from 37.2 per cent for hay, straw and alfalfa, to 0.2 per cent for all grain.

Underestimates in 17 commodity groups ranged from 22.1 per cent for chemicals and explosives, to 0.8 per cent for salt. Loadings of cotton seed, soybean-vegetable cake and meal, excluding oil, also were underestimated by 22.1 per cent.

Traffic

Still Slipping in Passenger Field

Railroads handled 7.23 per cent of 1952's business, compared with 7.87 per cent in 1951

VOLUME OF INTERCITY PASSENGER TRAFFIC IN PASSENGER-MILES BY KINDS OF TRANSPORTATION, YEARS 1951-1952

Transport agency	Passenger-miles (billions) 1951	1952[1]	Percent of change 1952 vs. 1951	Percent of annual total 1951	1952
Railways, steam and electric	35.3	34.7	− 1.69	7.87	7.23
Highways	401.6	431.4	+ 6.24	89.48	89.86
Motor carriers of passengers	22.3	21.1	− 5.30	4.97	4.40
Private automobiles	379.3	410.3	+ 8.16	84.51	85.46
Inland waterways, including Great Lakes	1.3	1.4	+ 4.73	.30	.29
Airways (domestic revenue service)	10.6	12.6	+18.66	2.36	2.62
Grand total	448.8	480.1	+ 6.95	100.00	100.00

[1] Preliminary estimates.

The railroad industry's "share" of 1952's intercity passenger traffic, measured by passenger-miles, was slightly less than its 1951 "share"—7.23 per cent compared with 7.87 per cent.

Meanwhile, domestic air lines improved their relative position, handling last year 2.62 per cent of the business, compared with 2.36 per cent in 1951. Actual traffic of air lines was up 18.66 per cent, while that of railroads was off 1.69 per cent.

These comparisons, with like figures for other agencies of transportation, are set out in the accompanying table, reproduced from the latest "Monthly Comment" issued by the Bureau of Transport Economics and Statistics of the Interstate Commerce Commission. As the figures show, the private automobile remains the big passenger carrier, handling in 1952 more than 85 per cent of intercity travel.

Organizations

The 38th annual dinner of the **Traffic Club of Minneapolis** will be held December 3, in the Hotel Nicollet, at 6:30 p.m. The speaker will be Keen Johnson, vice-president and director of public relations, Reynolds Metals Company.

F. B. Whitman, president of the Western Pacific, will be the speaker at a dinner meeting of the **Pacific Railway Club,** to be held at 6:30 p.m., November 25, at the Sir Francis Drake Hotel, San Francisco. His subject will be, "Where Do We Go From Here?"

The **Mississippi Valley Maintenance of Way Club** has scheduled its next regular dinner meeting for 6:30 p.m., December 14, at the Hotel De Soto, St. Louis. "Roadbed Stabili-

zation" will be discussed by a panel consisting of R. H. Beeder, assistant chief engineer, Santa Fe; J. E. Griffith, assistant chief engineer maintenance of way and structures, Southern; and Professor W. W. Hay of the University of Illinois.

The 81st anniversary dinner of the **New York Railroad Club** will be held December 10 at the Hotel Commodore, New York, at 7 p.m.

Equipment & Supplies

Transportation Corps Has New Procurement Set-Up

The Transportation Corps has established a new organization, the Transportation Material Command, to handle all matters relating to requirements, procurement and maintenance of T.C. equipment.

This new command, headed by Colonel Howard A. Malin, replaces the so-called Field Supply Service Agency. It is located at Marietta, Pa. The Marietta Transportation Depot, which handles procurement of railroad equipment for all services, is part of Col. Malin's organization.

FREIGHT CARS

The **Pennsylvania** has ordered 20 50-ton cushion-underframe box cars from the Pullman-Standard Car Manufacturing Company.

The **Rock Island** has ordered one 125-ton depressed-center flat car from its own shops. The 58-ft. car will be equipped with six-wheel trucks and the body will be cast in one piece by the General Steel Castings Company. Assembly of the $30,000 car will be undertaken at the Rock Island's Blue Island, Ill., shops.

LOCOMOTIVES

The **Fort Dodge, Des Moines & Southern** has ordered three 600-hp., 70-ton diesel units from the General Electric Company at an estimated cost of $85,000 each. Delivery of the first unit is expected in December.

The **Virginian** is inquiring for some 25 diesel-electric locomotives for use in "mine switching and other heavy transportation work in the coal fields" at and west of Elmore, W. Va., where they will replace steam locomotives 30 or more years old. In announcing its call for bids for new diesels, the railroad says it "must make this departure from the use of coal-burning locomotives . . . with reluctance," because the cost of operating existing steam locomotives "has increased to such an extent that their replacement with efficient and economical motive power has become imperative" and "a modern coal-burning locomotive, suitable for work in the coal fields, has not been developed." Exact number, horsepower and type of the new diesels has not yet been determined.

PASSENGER CARS

GN to Order Dome Cars For "Empire Builder"

The Great Northern is preparing to order 22 dome passenger cars for its streamlined "Empire Builder" service between Chicago and Seattle and Portland, at a cost of more than $6,000,000. Plans call for four dome cars to be placed in each of the five train sets which provide the daily service. The remaining two cars will be used as spares.

Each train set will be equipped with three dome coaches, plus a full-length dome-lounge car to be reserved for Pullman passengers. The bulk of this latter car's seating capacity and lounging facilities will be in the upper level, although there will be a smaller lounge on the lower level. The dome coaches will replace a like number of conventional lightweight deluxe coaches now in service on each train unit. The full-length dome-lounge car will replace one of the present sleeping cars, and will be located between other sleeping cars to provide convenient access for all Pullman passengers; it will not replace the combination sleeping and observation-lounge car at the rear of the train.

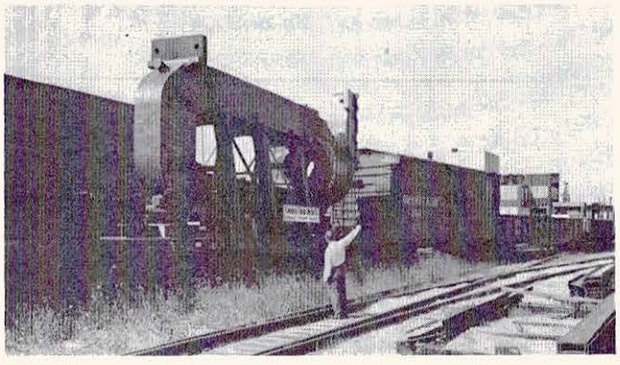
The GN placed completely streamlined trains in its "Empire Builder" service in 1947, when overall schedules were reduced to 45 hours. In 1951 the trains were completely reequipped with new cars and the original train sets, plus additional new equipment, became the "Western Star"—a second daily streamliner between Chicago, Seattle and Portland. Both trains operate on the Burlington between Chicago and St. Paul. The Portland, Ore., service is handled by the Spokane, Portland & Seattle.

IRON & STEEL

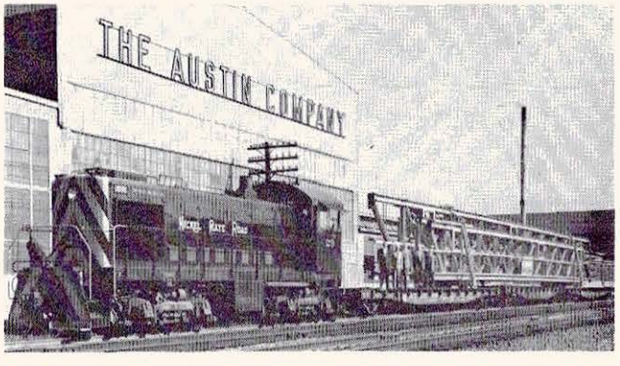
The **New York Central System** has ordered 76,100 net tons of steel rail, including 4,700 net tons for the Pittsburgh & Lake Erie. Most of the rail —ordered from the United States Steel Corporation, the Bethlehem Steel Company and the Inland Steel Company— will be 127-lb.

(Continued on page 30)

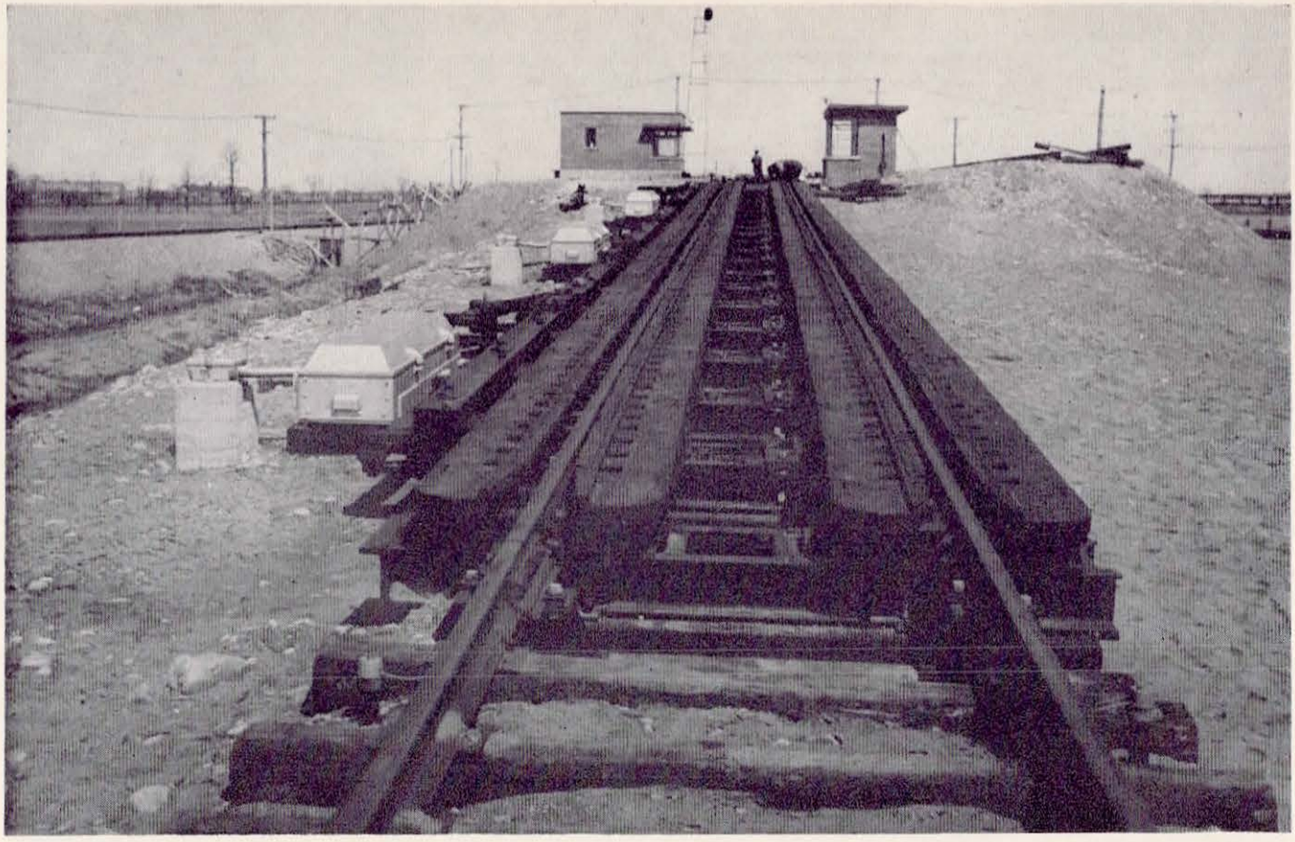
WHOPPERS!



HEAVIEST shipment recorded in New York Central annals (and perhaps in those of the railroad industry) is this 450,000-lb. casting which went from East Chicago, Ind., to the Aluminum Company of America at Davenport, Iowa. The four-truck heavy-duty flat car weighed 106,500 lb., making the gross weight on rails 556,500 lb. The shipment was about 20 feet high and was handled by the NYC and the Milwaukee under special slow orders.



LONGEST shipment recorded from Cleveland is this 135-ft. span truss, loaded with five slightly smaller trusses of similar design on three flat cars. The spans were fabricated by the Austin Company for the Jersey City, N.J., plant of the Colgate-Palmolive-Peet Company and were handled over the Nickel Plate to Buffalo, thence Lehigh Valley. The Nickel Plate handled the cars during daylight hours only and under 20 m.p.h. slow orders.



RAILROAD MEN are agreed that patrons' freight is safer in the modern hump-retarder yard than in other types of yards. Hence they feel that the "Do Not Hump" placard is obsolete.

MOST RAILROAD MEN SAY . . .

"Do Not Hump" Card Is Obsolete

Most of our readers agree placard is a reflection on management's judgment; shipper discretion in use of any placards called for

By GEORGE C. RANDALL

Get rid of those 'Do Not Hump' placards! Our patrons' freight is safer in the modern hump yard than it is in other types of yards on the railroad. Those placards tell people that we don't know what we're doing when we spend millions to build such yards. We ought to forbid their use." That's a paraphrasing of the opinions of a pretty fair sample of railroad transportation and traffic men who have unburdened themselves to *Railway Age* on this subject, both in letters to the conductor of our Question and Answer column (see issues of August 17 and September 14) and in personal conversations with editors. And a number of shippers agree with the railroad men. (For example, the letter from H. H. Pratt, general traffic manager of Crucible Steel Company of America, in *Railway Age*, November 2, page 88.)

In the Question and Answer columns readers have been asked for suggestions for a substitute for the "Do Not Hump" placard. More than fifty such suggestions were received from shippers, railroad officers and employees, including several from switchmen.

The tone of all these letters was to the effect that the "Do Not Hump" card is no longer appropriate in view of the acknowledged efficiency of the modern hump yard. One writer said he agreed with the thought expressed by G. B. Matthews, vice-president and general manager of the Cotton Belt, (in the September 14 Question and Answer column) that the railroads ought not to permit the use of "Do Not Hump" placards, inasmuch as their use is equivalent to a flat statement that hump yards are dangerous to patrons' freight. He doubted, he said, that any placard was needed, but indicated he'd defer to the mass judgment of shippers and railroaders if the majority opinion differed from his.

Mr. Randall conducts the Question and Answer column which runs in alternate issues of *Railway Age*. He is retired district manager of the Car Service Division of the Association of American Railroads.

A writer, identified as "a former switchman," submitted a number of suggestions for a new placard. He wrote: "If anything is ever accomplished to bring about the more careful handling of cars, it will be through awakening . . . the pride that switchmen have in their skill and judgment in switching cars." Each of this writer's suggestions is prefaced "*Notice to Switchmen,*" with texts similar to the following:

"We place our confidence in your workmanship. Thanks."

(NAME OF SHIPPER)

"You are an important cog in the wheel of American industry; be the BEST cog by handling this car safely."

(NAME OF SHIPPER)

"This load is important to the shipper, consignee and your railroad; it is now in your expert hands."

(NAME OF SHIPPER)

"Please use your best skill and good judgment in handling this shipment. It is very important to us. We appreciate your cooperation."

(NAME OF SHIPPER)

These suggestions, *per se*, are too wordy for any placard, but the thought behind them is worth consideration.

The engineer of tests of a large western road writes: "The curt command, 'Do Not Hump,' is more apt to result in a negative attitude on the part of car handlers than to promote greater care." He suggests, in lieu of the "Do Not Hump" placard, such legends as:

"GENTLY PLEASE—FRAGILE LADING"
or
"HIT ME EASY, BOYS"
or
"EASY DOES IT, BOYS—FRAGILE LADING"

A switchman employed by the Frisco at St. Louis writes: " 'Do Not Hump' placards have little or no meaning in this terminal because the yards are not hump yards. We have seen cars bearing placards reading 'Do Not Kick' or 'Handle Carefully' and engine foremen observe them, as a general rule. It seems to the writer that the modern hump yard, with all the facilities which have been developed, is much less likely to produce damage than a flat yard, where even the best engine foremen will let a car get away from them occasionally." This writer suggests a placard reading: "Fragile Commodity—Take It Easy."

A trainmaster on the Lehigh Valley suggests: "Why not a placard reading 'Watch That Impact'. This would cover both flat and hump switching. It is, no doubt, in flat switching that a lot of the damage occurs, sometimes caused by crews trying to hit a track with a cut hard enough to drive the standing cars into clear. This isn't necessary in hump switching."

A traffic representative of the Atlantic Coast Line wrote: "The modern hump yard represents a great forward step in the railroads' effort to effect efficient operation and at the same time represents a sizeable expenditure. It stands to reason, therefore, that such a facility should not be represented as a bugaboo to the shipping public. It would seem that the age-old phrase, long used to denote breakable commodities, would be sufficient, with particular emphasis on courteous expression, for example: 'Please—Handle with Care.' " An interested reader from New York suggested simply: "Avoid Shocks."

An employee in the accounting department of one of the large eastern carriers suggested a cartoon-type placard emphasizing slow coupling speeds. This writer contemplated in the cartoon "the lower portions of two freight cars approaching each other . . . with the couplers recoiling in fear at the prospect of a smashing impact due to excessive speed. Diagonally across the upper left-hand corner show the word 'Couple' and in the same manner in the lower right corner the word 'Carefully,' with both words printed in red for easy visibility . . . The presence of these brightly colored cards . . . could serve as a constant reminder . . . to use caution in handling all cars."

Placards Not Removed

Several letters mention the fact that "Do Not Hump" placards often are not removed at the destination of the load which they were intended to cover. One writer says: "I have seen freight trains arrive in the yard with anywhere from ten to forty per cent of the cars carrying 'Do Not Hump' or similar placards. A check of these cars often discloses that they are empty, or contain a commodity which has no relationship to the load originally 'protected' by the card. One such car recently checked had 'Do Not Hump' placards on the sides and both ends with the added word: 'Glass.' The car contained sacked flour." Of course, he says, the railroads themselves are greatly to blame for this situation.

Most of those who wrote *Railway Age* on this question obviously thought some substitute is needed for the outmoded placard. However, both the writer just quoted and Mr. Pratt expressed concern over too widespread use of any placard. As Mr. Pratt said, "The difficulty with *any* placard is the same one which has made the 'Do Not Hump' placard unworkable, i.e., no one in the yard has any way of knowing who put the card on the car and for what purpose, or whether it pertains to the load in the car at that particular moment."

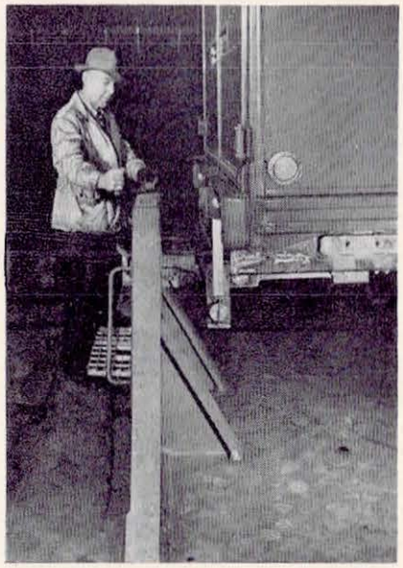
"There is also the tendency of those placarding a car," Mr. Pratt added, "to exaggerate the 'fragility' of the load or to have too much confidence in the results of such placarding. This adds confusion, and develops, in the last analysis, an attitude on the part of railroad employees to disregard all such cards. In my opinion, they can be blamed very little for so doing."

Whether or not one agrees with Mr. Pratt in this respect, no one would disagree that indiscriminate use of any placard breeds "contempt." Hence, railroad patrons, especially those shipping a wide variety of products whose fragility varies, have the problem of educating shipping forces to use discretion in placarding cars. It would be worth while then for all shippers, if Mr. Pratt's thought be carried to a logical conclusion, to reexamine the shipping characteristics of their products to see if a placard of any sort is justified.

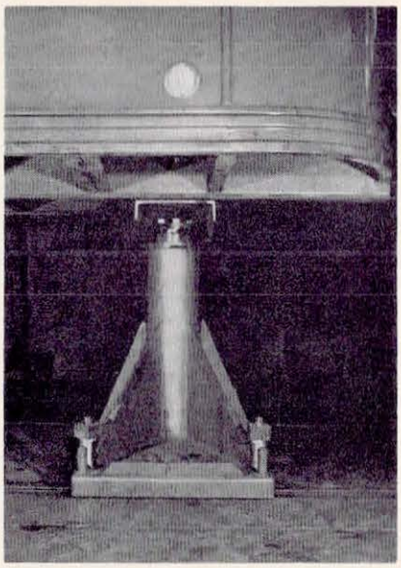
THE PULLMAN-STANDARD experiments are being conducted with a 40-ft. flat car.

TRAILER WHEELS are positioned on the car by means of this "turntable."

Pullman-Standard Tests New "Piggy-Back" Mounts



THE REAR of the semi-trailer is locked to the end stand on the experimental flat car by means of adjustable "dog catches."

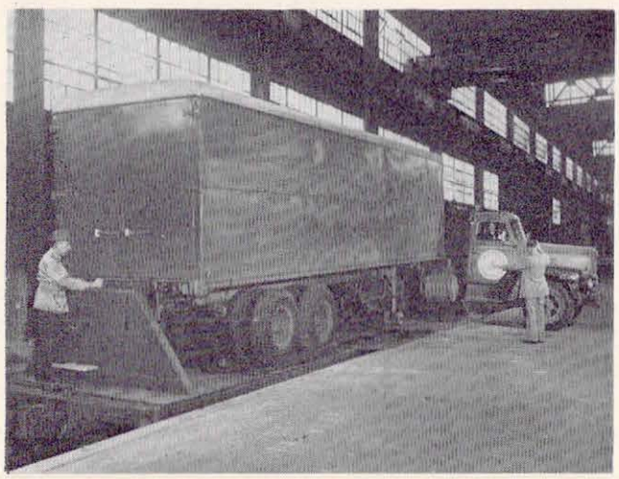


FRONT STANCHION can be moved forward or back, and can be raised or lowered to suit varying trailer dimensions.

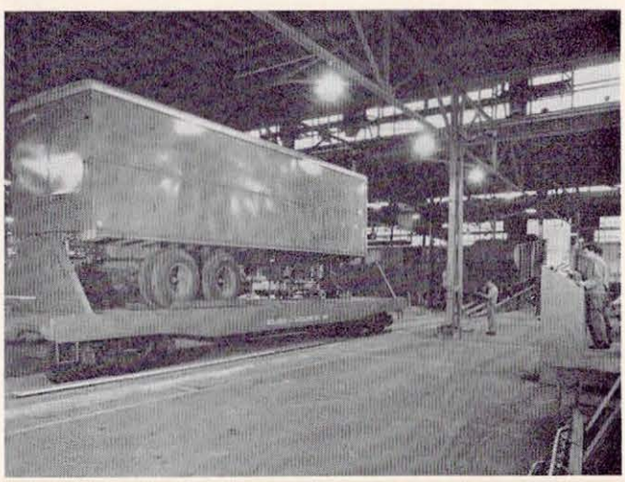
Extensive laboratory-controlled tests are being given the new system for securing loaded highway trailers on railroad flat cars designed by the Pullman-Standard Car Manufacturing Company (*Railway Age*, June 1, page 19). These tests are intended to measure and evaluate performance of the devices under a wide variety of operating and load conditions. Results will be used to design at least four different kinds of "piggy-back" cars—all employing the same tie-down equipment.

A small 40-ft. flat car is being used to support the tie-down equipment during the test. However, plans call for the design of both a short one-trailer car and a longer car suitable for two fully loaded 35-ft. trailers. Both designs will be available with flat or well-type floors; roller bearings and P-S Cushion Underframe will be optional equipment.

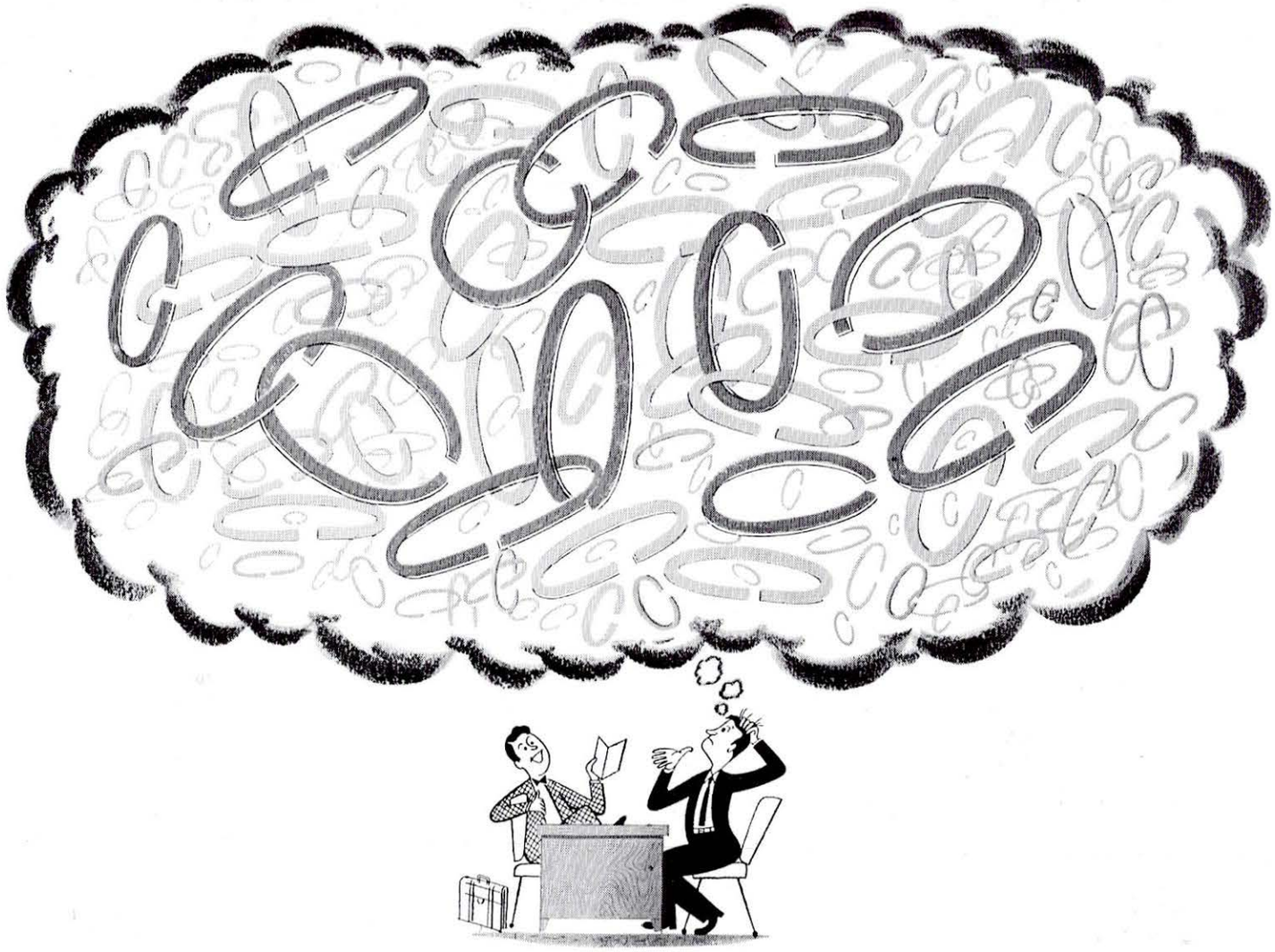
Pullman-Standard plans to sell the new cars for use in small or large piggy-back operations.



ROAD TRACTOR can back trailer directly on car, if necessary. However, a special loading mule is being designed.



IMPACT TESTS will not only disclose facts about the tie-down equipment, but the effects on different kinds of loading within the trailer.



"BUT WHAT'LL I DO WITH 10,000 PISTON RINGS?"

This railroad purchasing agent is asking a sensible question. A salesman has quoted a low unit price tied to a large volume of parts. The price sounds good—for a minute. But it's actually no bargain to buy parts out of all relation to needs—running the risk of losing a good share of the investment through deterioration or obsolescence.

When you buy genuine General Motors locomotive parts from Electro-Motive, you get the same low price whether you buy one part or a thousand. There's no need to tie up money in excess inventory.

This pricing structure is just one of the many reasons for standardizing on Electro-Motive parts. Quick delivery, full warranty, scientific packaging, and continuous parts improvement are more reasons which add up to top quality at lowest cost.

HERE'S WHY IT PAYS TO BUY GENUINE

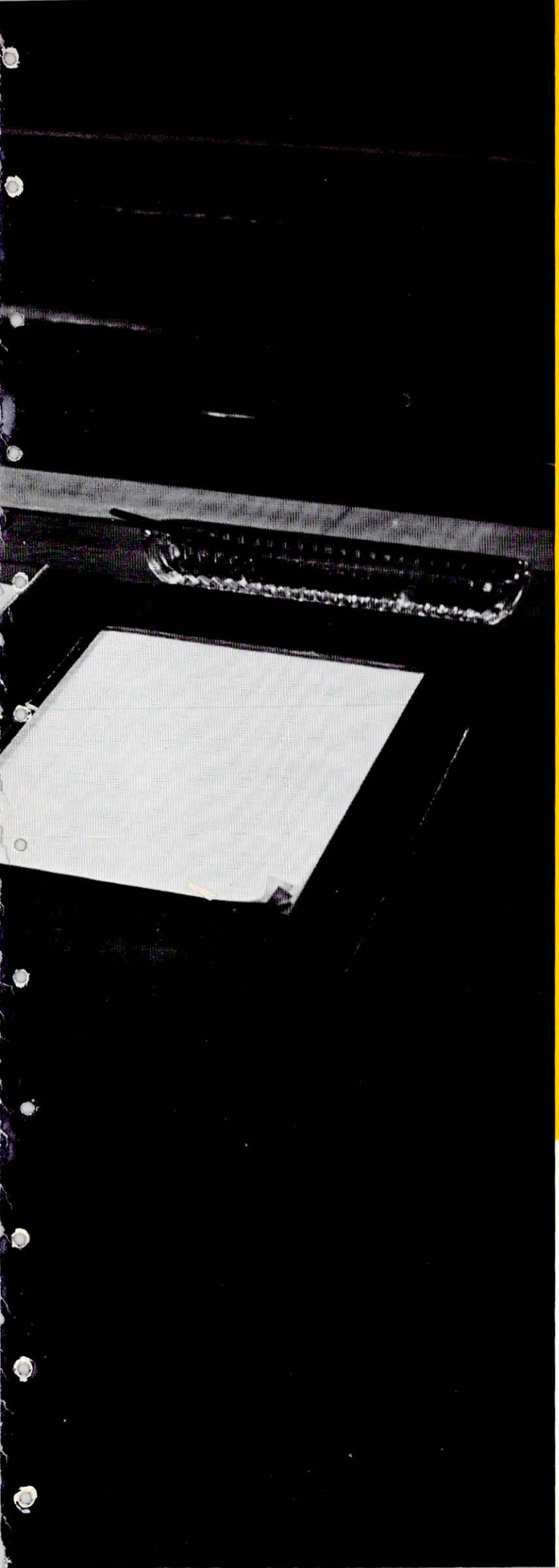
EMD PARTS

- **Proved Quality**—Designed, engineered and tested by the locomotive builder.
- **Warranty**—100,000 miles or one year's service, whichever occurs first.
- **One Low Price Regardless of Volume**—Buy only what you need.
- **Scientific Packaging**—Protects against damage in shipping and deterioration in storage
- **Continuing Improvements**—Over a 15-year period, an 800% increase in piston life, for example.
- **Strategically Located Warehouses**—Cut railroad shipping costs, reduce inventory requirements.
- **One Source—One Responsibility for every GM locomotive part.**

ELECTRO-MOTIVE DIVISION GENERAL MOTORS LOCOMOTIVES GENERAL MOTORS

La Grange, Illinois—Home of the Diesel Locomotive • In Canada: GENERAL MOTORS DIESEL, LTD., London, Ontario

EMD "Parts with a pedigree"



He Told It to the Judge.... And....*

As the Paterson (N.J.)
Evening News editorialized:

> *"Working under the most trying conditions both from the standpoint of inadequate equipment and limited cash resources, Mr. Norton has accomplished the impossible in converting the nearly wrecked and decadent Susquehanna into a modern, finely-equipped, high speed railroad."*

From bankruptcy to solvency, from passenger ostracism to passenger patronage, from public condemnation to public praise is the saga of the New York, Susquehanna and Western.

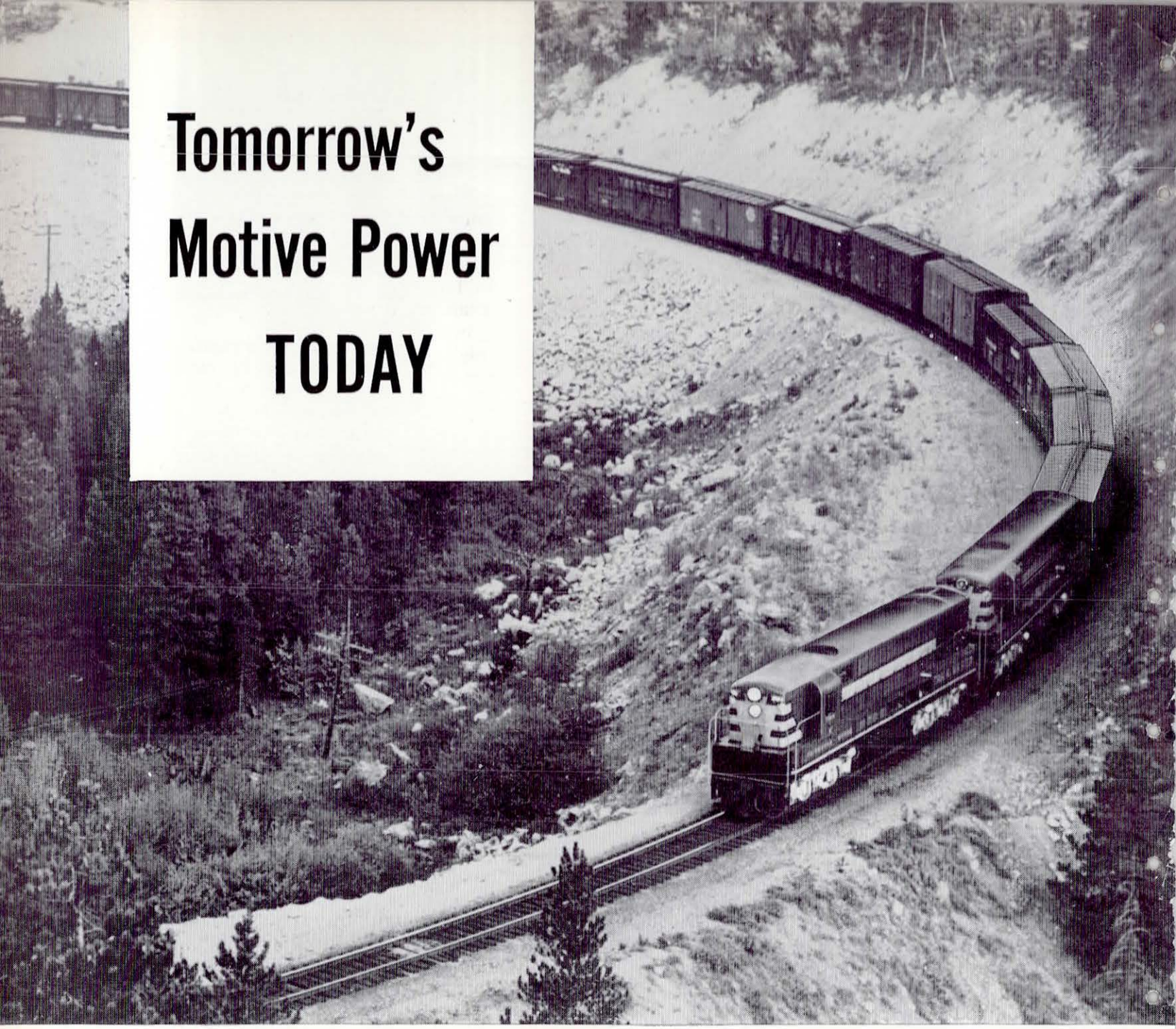
All of the Susie Q's modern fleet of passenger cars are of all-stainless steel construction and were built by Budd. Four of them are RDCs.
The Budd Company, Philadelphia 15.

Budd

PIONEERS IN BETTER TRANSPORTATION

*The Susquehanna was in bankruptcy and had to obtain permission from the courts to purchase new equipment. About the RDCs' court-sanctioned purchase, Mr. Norton says: "They cost us twenty-six cents per mile for maintenance. Our old equipment cost us up to seventy-five cents per mile and today it would be a dollar."

Tomorrow's Motive Power TODAY



Fairbanks-Morse Train Master climbs the Continental Divide with fast freight on the Denver and Rio Grande Western R. R.

THE FAIRBANKS–MORSE

TRAIN MASTER

...the most useful locomotive ever built

proved

FAIRBANKS-MORSE

a name worth remembering when you want the best

DIESEL LOCOMOTIVES AND ENGINES • RAIL CARS AND RAILROAD EQUIPMENT • ELECTRICAL MACHINERY • PUMPS • SCALES • WATER SERVICE EQUIPMENT • HAMMER MILLS • MAGNETOS

More Railroad Men Who Know Their Subject

The Eastern railroads have brought to maturity a promising innovation for the improvement of their community relations (mentioned briefly in this space in our October 5 issue). In four "key" cities, select committees of officers, supervisors and resourceful employees have been formed, with representatives from the various railroads serving the locality. The function of these committees is not only that of acting as spokesmen for the railroad industry in the local area, but also to take the railroads' part in community enterprises, such, for instance, as fund-raising campaigns for local charities.

To equip these committee members and their associates to perform their new functions with maximum efficiency and assurance, arrangements have been made with local educational institutions to provide instruction in public speaking (specifically, on important transportation issues) at local universities. In three of the "key" cities — Indianapolis, Buffalo and Boston — the first classes of public speakers have been graduated, and the initial group in the fourth city, Columbus, will soon complete its studies. The graduates are already serving as railroad spokesmen at local club meetings, and the functioning of the committees on community projects is well on its way.

Graduation exercises for the classes which have completed their oratorical studies were addressed by railroad presidents — Warren Brown of the Monon at Indianapolis, Perry M. Shoemaker of the Lackawanna at Buffalo, and T. G. Sughrue of the Boston & Maine at Boston. At the graduation exercises in Boston, Mr. Sughrue expressed his satisfaction, as an engineer, at the participation of railroad engineers in activity of this kind — one for which, he said, engineers have not always been as eager as is desirable. Speaking to the Indianapolis group, Mr. Brown emphasized the desirability of complete frankness and — putting his own doctrine into practice — confessed to the belief that, comparatively speaking, the railroads "aren't so good" in public relations, largely because so few railroad people have learned how to explain their problems to other people in terms of *other people's* interests.

He went on to point out that it does little good to attempt to excuse service deficiencies by some generality like "regulation and inequality." Instead, the listener needs to have his attention directed to specific mistakes in public policy, and to be shown how these specific deficiencies *hurt him*. For example, underpayment for highway service in proportion to use by long-haul trucks means less highway facilities to all other users in ratio to the money they pay. Mr. Brown closed his talk by telling how the Monon's management keeps close to the citizens in on-line communities, and again emphasized the virtue of complete honesty. "Admit our shortcomings; point them out," he counseled,—"and then tell the reasons."

In speaking to the Niagara frontier committee, Mr. Shoemaker laid the same emphasis on absolute honesty that Mr. Brown did — and went on to insist that "the basic policies governing the management of a company should never be obscure or in doubt; and the same principle obtains as regards the industry when an individual takes the responsibility of speaking for it." He cited specific company and industry responsibilities — among them, safety, dependability, adequacy and economy of plant and equipment maintenance, knowledge of and adaptation to the customers' needs, correct interpretation of railroad earnings, adequacy of equipment, and modernity in the pricing structure. He counseled not only "support of worthy community projects," but also "open and legitimate participation in governmental affairs." In conclusion, he said:

"Let it be known by our deeds, by our service, by our treatment of the public, by our conduct toward each other in the railroad family, by our belief in honesty and decency in its broadest aspects, and by our sense of responsible citizenship, that we believe in the future of our individual companies, in the future of the railroad industry, and in the wholesome prosperity of our country."

Many railroad men have been recipients of good advice along similar lines before — but, this time, the audiences have been provided with something new, i.e., experience in "playing-back" what they hear. They have not only been given plenty of useful information to absorb, but have been provided with the tools and the practice required to enable them to convey this information to their neighbors. Nobody ever really has an adequate grasp of information until he "gets it down" with sufficient assurance to be able to impart it to other people. That is what is new and so promising about the present "pilot operations" which have uniformly aroused the enthusiasm, not only of the participants, but of all the observers of their performance.

Questions and Answers FOR THE TRANSPORTATION DEPARTMENT

Some petroleum products, including diesel fuel oil, have a solvent, or de-fatting, action on human skin. With increased use of diesel power, which has thrown many employees into contact with diesel fuel and other petroleum products, some employees have developed a skin condition known as dermatitis. To what extent does this situation prevail, and what has been done to alleviate or overcome it?

•

CONDUCTED BY G. C. RANDALL, district manager, Car Service Division (ret.), Association of American Railroads, this column runs in alternate weekly news issues of this paper, and is devoted to authoritative answers to questions on transportation department matters. Questions on subjects concerning other departments will not be considered, unless they have a direct bearing on transportation functions. Readers are invited to submit questions, and, when so inclined, letters agreeing or disagreeing with our answers. Communications should be addressed to Question and Answer Editor, *Railway Age*, 30 Church Street, New York 7.

Educate employees in proper use of cleansing agents.

(1) Such a situation developed among our employees several years ago. Consequently, during the latter part of 1949 we instituted an educational program directed to those employees who came in contact with oils and similar products considered to be the primary cause of skin irritation. . . .

We eventually adopted, as a skin cleansing agent, Lan-O-Kleen, a product of the West Disinfecting Company, and made it available in dispensers at all our shops and enginehouses. At the same time, our men were shown the proper use of this cleaner and proper techniques for washing . . . We also provide the men with West Protective Cream #411, which is applied after washing. This vanishing type cream is furnished each man in individual tubes. We also found that West's Sulpho Hand Cleaner has helped some of the cases where irritation had developed. . . .

We have endeavored to set up our preventive program on the basis of personal cleanliness, tieing this in with posters in washrooms as well as with leaflets handed out to the men. These leaflets stress the importance to the man himself of his following instructions. Our experience to date has been very satisfactory and we have every reason to believe that our approach to this problem along educational lines has held these cases to a minimum. —*P. R. Goulett, assistant vice-president, New Haven.*

(2) The subject of dermatitis has been under discussion in the Medical & Surgical Section of the Association of American Railroads for some years. . . It was included in a comprehensive report of the Committee on Disability and Rehabilitation, issued in January 1951, which reads in part as follows: "In prevention of oil dermatitis the committee recommends use of suitable clean clothing, protection of exposed skin with protective creams, and thorough cleansing of the skin after work. . . It is advised that certain workers, who may be found to have a marked sensitivity to a material used, may require transfer to other types of work not involving occupational exposure to the accused irritants. . . ."

At the meeting of the section in April of this year, a recommendation was approved that study be given to production by the A.A.R. of a short motion picture on the subject and the committee mentioned above is now working out the preliminary steps to this end. This film will be strictly of the educational type, for use by individual roads in dealing with their employees.—*H. S. Dewhurst, secretary, Medical & Surgical Section, A.A.R.*

HERE'S ANOTHER CAR SERVICE "QUIZ"!

The Baltimore & Ohio yardmaster at East St. Louis, Ill., had to furnish cars for a carloading company's platform. Loads to be placed in the cars would be destined to:

Point	Route
Pueblo, Colo.	B&O—MP
Billings, Mont.	B&O—CB&Q
Butte, Mont.	B&O—CB&Q—NP
Salt Lake City, Utah	B&O—RI—D&RGW
St. Paul, Minn.	B&O—CB&Q
Cincinnati, Ohio	B&O
Philadelphia, Pa.	B&O
New York, N. Y.	B&O—Rdg—CNJ
Albany, N. Y.	B&O—NYC
Bethlehem, Pa.	B&O—Rdg
Richmond, Va.	B&O—C&O
Buffalo, N. Y.	B&O

The yardmaster had the following suitable ownerships of empty box cars available for spotting to the platform: D&RGW; MP; NYC; D&H; WP; PRR; L&N; Rdg; NP; Sou; Erie; B&O; NH; C&O; SAL; UP; MStL; CNJ; CB&Q; and RI. When the last car was spotted, the yardmaster was well satisfied with his work, for *each car would be loaded in accordance with car service rules, and there would be no empty mileage involved in placing the cars on their owners' rails after they were released at destination.*

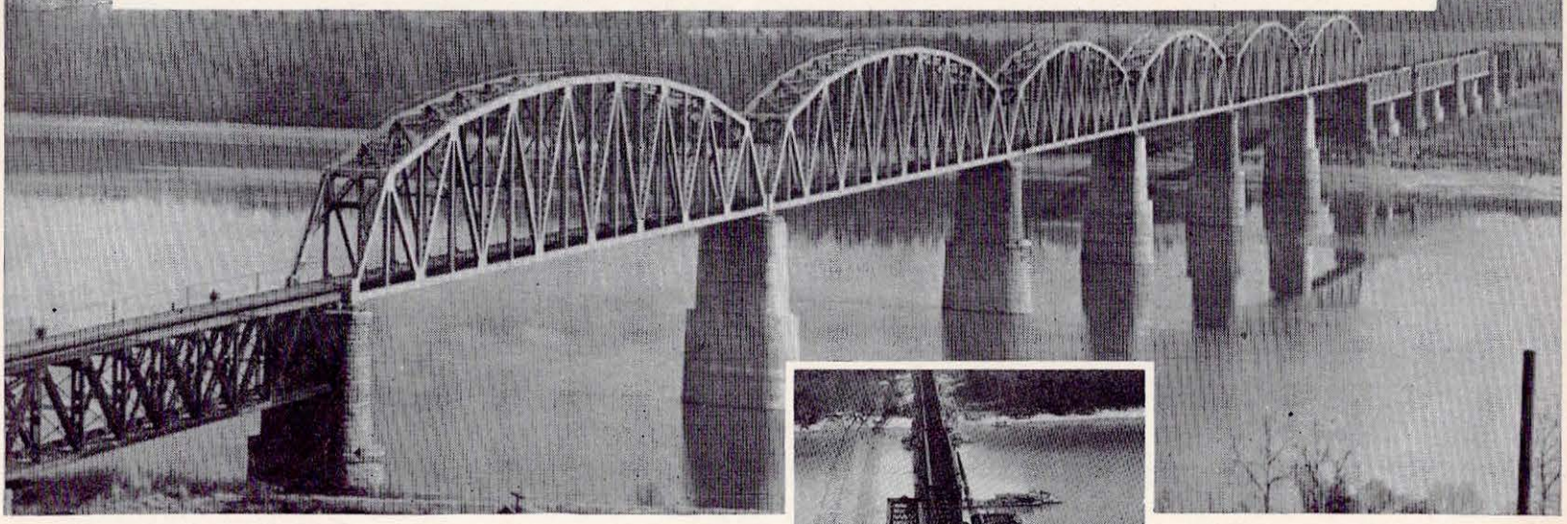
The question is: Which of the 20 cars available did he use and to which destination did he card each of them?

Answers to this question will be published in the issue of January 4, 1954, along with the names of anyone who sends in the correct solution. So, let's have those answers.

—*G. C. R.*

BRIDGE MODERNIZED

with minimum interruption in traffic



AMERICAN BRIDGE uses unique method in replacing 61-year old structure on Illinois Central's busy main line

ONE of the most interesting modernization jobs in recent years is the new superstructure for Illinois Central's busy main line bridge over the Ohio River at Cairo, Illinois.

To accommodate today's heavier, faster traffic, this important railroad replaced its 61-year old nine-span structure with 12 modern spans.

American Bridge, because of its skill, know-how and wide experience, was the logical choice to perform the major construction feat of building the new superstructure on the original piers with a minimum interruption in traffic.

The first old span of the bridge was rolled off its piers onto temporary falsework and the new 518-foot, 1,700-ton span moved into position and opened to service after a traffic interruption of only 20 hours. The old span was launched like a ship into the river 100 feet below for easy removal. The same procedure was followed span by span until the entire bridge was completed.

While this is the first time this method has been used on a job of such magnitude, it is a typical example of the part American Bridge is constantly playing to help our vital railroad systems meet the needs of growing America.

INTERESTING FACTS

- 6 deck-truss spans, 197' 7"
- 4 thru-truss spans, 400' 11½"
- 2 thru-truss spans, 518' 11"
- Bridge is single track.
- Steel used, 10,000 tons.
- Erecting procedure: Illinois Central R. R. and American Bridge
- Consulting Engineers: Modjeski and Masters.

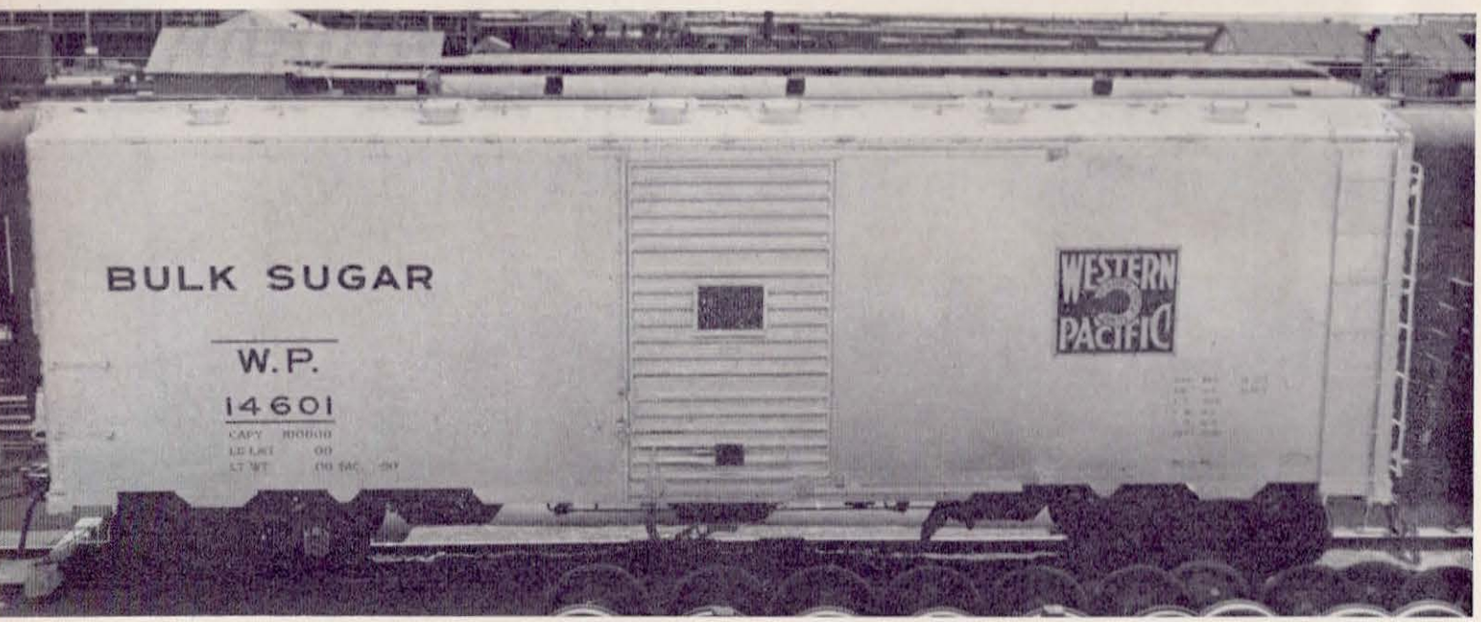
AMERICAN BRIDGE DIVISION, UNITED STATES STEEL CORPORATION · GENERAL OFFICES: 525 WILLIAM PENN PLACE, PITTSBURGH, PA.

Contracting Offices in: AMBRIDGE · ATLANTA · BALTIMORE · BIRMINGHAM · BOSTON · CHICAGO · CINCINNATI · CLEVELAND · DALLAS · DENVER · DETROIT · ELMIRA · GARY · MEMPHIS MINNEAPOLIS · NEW YORK · PHILADELPHIA · PITTSBURGH · PORTLAND, ORE. · ROANOKE · ST. LOUIS · SAN FRANCISCO · TRENTON UNITED STATES STEEL EXPORT COMPANY, NEW YORK

AMERICAN BRIDGE

USS

UNITED STATES STEEL

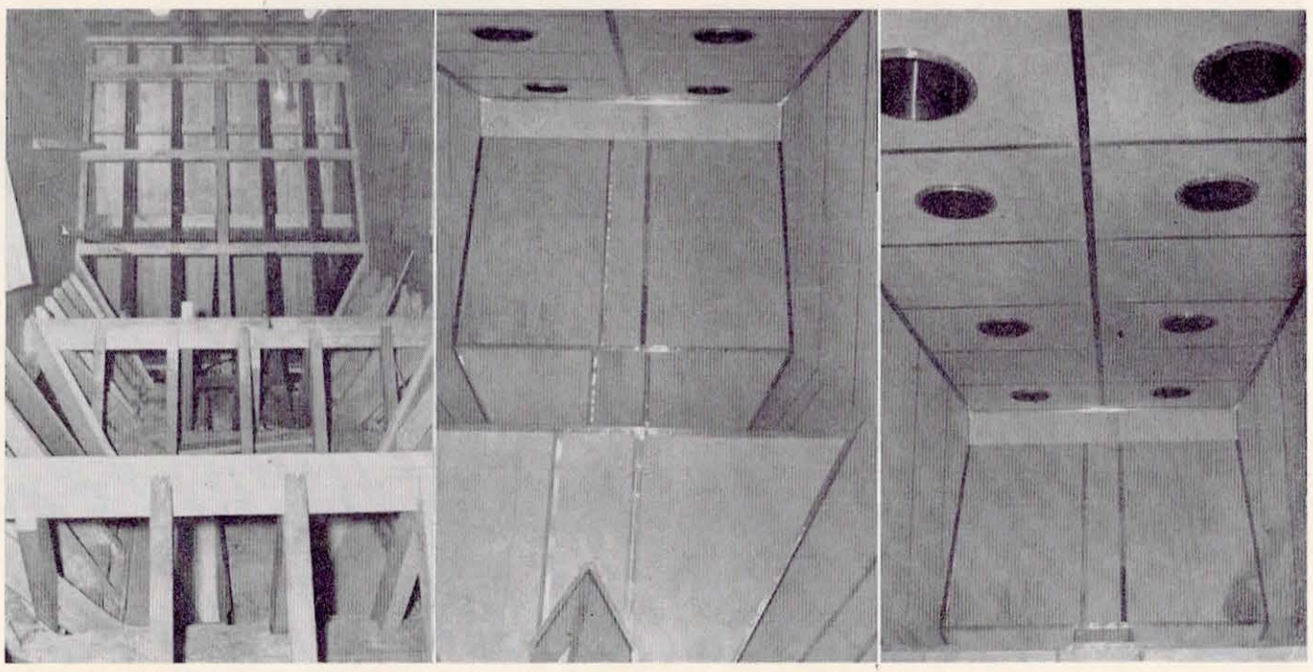


LOOKS ARE DECEIVING—This is a hopper car.

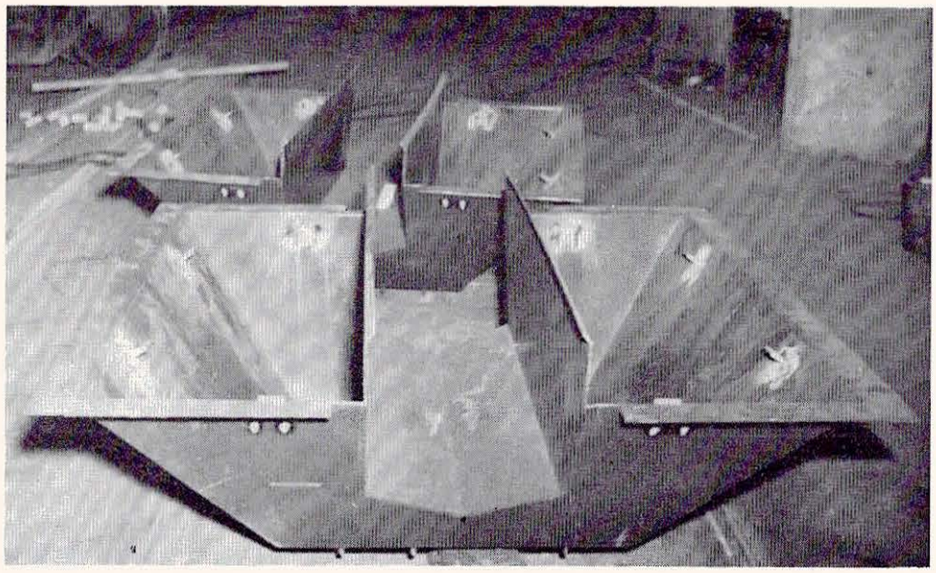
TO HAUL SUGAR IN BULK . . .

WP Converts Box Cars to Hoppers

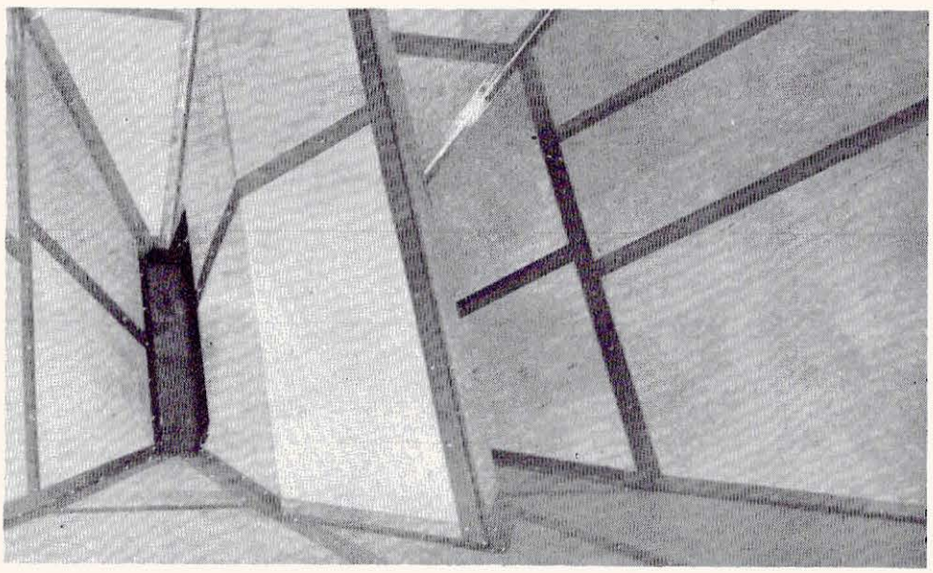
Two 50-ton covered hoppers, converted by the WP and leased to the Southern Pacific for sugar movement, now being duplicated at Sacramento shops—Capacity is 108,000 lb. of bulk sugar



WP SUGAR CAR INTERIOR VIEWS—(left) All-wood-framing for three hoppers except for steel in the end slopes—(center) Maple plywood interior finish with stainless-steel battens—(right) Plywood-lined roof and filling hatches.



ALL THREE identical hoppers are lined with maple plywood before being bolted to the car.



LOOKING THROUGH a roof hatch into one of the three hoppers. The boxed-in bridge covers the centersill.

Two 50-ton covered hopper cars, designed and built by the Western Pacific in 1950 and subsequently leased to the Southern Pacific, are giving such good service transporting bulk sugar for the Holly Sugar Corporation (between Carlton, Cal., and Dyer) that the SP is now building two more cars of the same design at its own shops in Sacramento.

The original cars, converted from standard 40-ft. 50-ton steel-sheathed box cars, are designed for top loading through roof filling hatches and for bottom unloading through outlet valves on the center line of the car beneath the center sill. They are fitted on the interior with slope sheets which form three hoppers so designed as to be fully self-clearing through the three bottom outlet valves. That portion of the hoppers below car floor level is made of steel and fits up to and in line with slope sheets inside of the car at floor level with a portion of the hoppers cut away to fit around the center sill.

To make sufficient room for these hoppers beneath the car, it was necessary to modify and relocate some of the air-brake equipment. The steel portions of the hoppers are insulated and lined with maple veneer plywood.

After the sugar hauled in these cars is unloaded, it is used directly in food manufacture without further processing. All portions of the car interior with which the sugar comes in contact consequently must be hygienically clean to prevent contamination. To promote this end, the entire interior of the car, including the head lining, is lined with plywood and all joints between sheets of plywood are stripped with stainless-steel battens. All exposed screws are made either of stainless steel or Monel metal. Likewise, those portions of the cast-steel bottom outlet valves which come in contact with sugar were given an industrial chrome plate surface to prevent corrosion and contamination of the sugar. Similarly, the roof filling hatches are made of stainless steel and are sealed with rubber weather stripping to prevent entry of moisture and dirt.

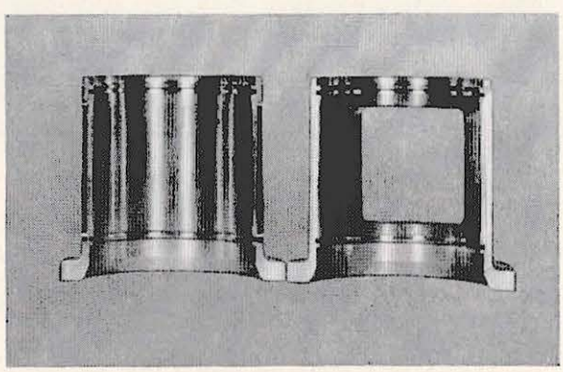
When filling to capacity by mechanical means and without pushing sugar back under the roof away from the filling hatches, approximately 108,000 lb. of bulk sugar can be loaded in each car.

New "oil-return" motor suspension bearings cut maintenance costs, increase oil mileage

Here's a newly-developed traction motor suspension bearing that'll reduce axle-cap oil consumption and help your GE-equipped railroad locomotives run much longer between oilings than previously. Oil leakage onto roadbed is reduced, because excess oil is "returned" to axle-cap chamber via grooves cut into each end of the bearing.

In addition to their oil-saving feature, G-E suspension bearings are built for many thousand miles of steady, low-maintenance service. Made from an alloy composition ideal for railway service, they resist breakage and wear under today's rigorous operating conditions. Their rigid construction—they stay tight in axle caps—means still less wear on bearings and traction motor gearing. Your ordering and stocking procedure is simplified, too, because two keyways are cut in top halves to permit ready interchangeability of complete bearings between pinion and commutator ends. As an added convenience, new bearings are available for your used ones under the terms of our Exchange Plan.

To get top performance—"original equipment" performance—from your GE-equipped railroad locomotives, always specify ***genuine*** G-E traction motor suspension bearings. They're the best you can buy for your GE-equipped locomotives. General Electric Company, Schenectady 5, N. Y. 128-8



G-E BEARINGS KEEP MAINTENANCE COSTS LOW

Traction motor suspension bearings with special "oil-return" grooves, as shown above, are currently available for use with GE-752 traction motors. These are babbitted bearings built for high-speed road locomotive service. The babbitt becomes an integral part of the shell, forms a void-free layer which resists peening out, loosening, or breaking off in service. For low-speed switching operations, G-E solid bronze suspension bearings are used. Both types are accurately machined to a smooth surface for many miles of low-cost maintenance operation.

GENERAL ELECTRIC

Supply Trade

J. N. Baird, sales assistant to president of **National Steel Car Corporation,** has been appointed general sales executive, and **H. S. Ashby,** assistant to general sales manager, has been appointed sales manager.

Permacrete Products Corporation has appointed the **R. E. Bell Company,** of St. Louis, as its representative for St. Louis and southwestern railroads.

The **Baker-Raulang Company** has appointed the **St. Louis Railway Supply Company,** 2114 N. Second street, St. Louis, as distributor in the St. Louis area.

A. M. Harrison has been named manager of the transportation and generator department of the transportation and generator division of **Westinghouse Electric Corporation** and **P. G. Lessmann,** assistant manager. Mr. Harrison has been manager of the transportation engineering department since 1952 and Mr. Lessmann was formerly engineering section manager.

William E. Johnson has been appointed sales manager of the New York city branch of **Automatic Transportation Company,** succeeding **George A. Hinckley,** transferred to Chicago as sales manager. Mr. Johnson was previously sales representative of the **Yale & Towne Manufacturing Co.** at New York.

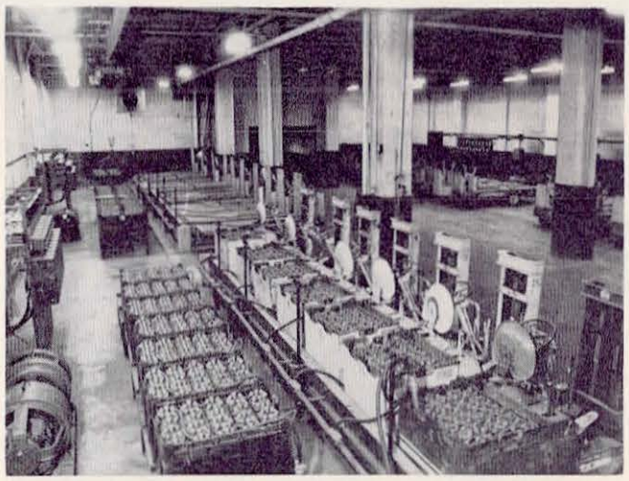
Harry C. Hackett, sales manager of the **National Vulcanized Fibre Company,** has been promoted to staff sales manager, and **James O. Otis,** assistant sales and advertising manager, has succeeded him as sales manager.

Kenneth G. Patrick has been appointed manager of educational relations services of the **General Electric Company,** at New York. He has been succeeded in his former position as manager of general public relations services by **J. Stanford Smith. Raiston B. Reid** has been named to replace Mr. Smith as manager of advertising and sales promotion for the apparatus sales division, at Schenectady.

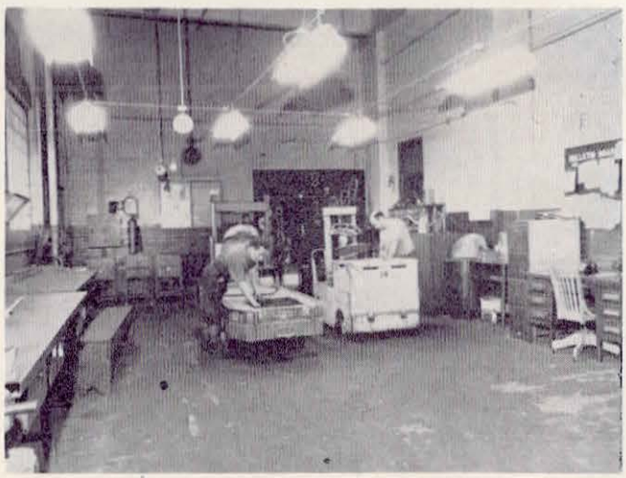
Earl D. Hilburn has joined the headquarters staff of **Westinghouse Air Brake Company** in the newly created office of vice-president, government contract service. For the past five years he has been director of engineering services for **Melpar, Inc.,** wholly owned research subsidiary of the company.

Richard A. Meek has rejoined the Multi-Vent division of **Pyle-National Company.** He was a sales and design engineer from 1947 to 1950, when he left to become associated with the Victor Adding Machine Company.

J. Lyle Thomas, office engineer in the mechanical department of the Chesapeake & Ohio at Richmond, Va., *(Continued on page 36)*



INTERIOR of the battery shop when truck batteries are on charge.



TRUCK SHOP is equipped for greasing and making mechanical and tire repairs and replacements.

PRR Battery Trucks Set Record

Electric trucks in the Polk Street Freight Terminal have been available for service 98 out of every 100 working days for the past two and a half years

Methods of utilizing and maintaining electric platform trucks, developed in the Polk Street Freight Terminal of the Pennsylvania in Chicago, have been responsible for records which over a period of 2½ years show 98 per cent availability.

The usual working day for trucks at that point is midnight to 4:00 p.m. and a truck is considered available for service on a given day if it is in working order at 9:00 a.m. If it is not serviceable at that time, it loses a full day on its service record.

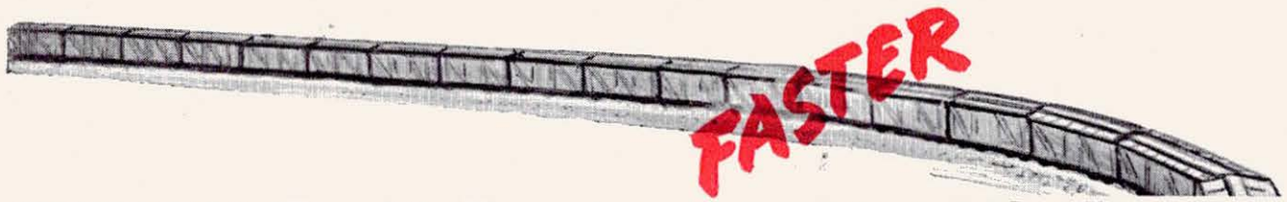
The most frequent cause of trucks being out of service has been flat tires.

To reduce the number of such failures, the pneumatic tires on the rear wheels of the trucks are being replaced with cushion tires. Pneumatic tires are retained on the front wheels to obtain easier steering and better riding for the operators.

The truck fleet includes 15 2,000-lb. fork trucks and 30 2,000-lb. shuttle trucks.

Twenty-four cell, 225 amp.-hr. batteries are used on the shuttle trucks and the forks are equipped with thirty cell, 281 amp.-hr. batteries. To insure continuous service from the trucks, there is one spare battery in the shop for each two trucks. When a truck battery needs charging to complete its 16-hr. daily service, the discharged battery is lifted out by an electric hoist and replaced with one which is fully charged. This takes about five minutes. The spare batteries are charged during the day trick between 8:00 a.m. and 4:00 p.m.

Two rooms in the terminal are devoted respectively to truck maintenance and to battery charging and repair.



THIS IS A FASTER FREIGHT

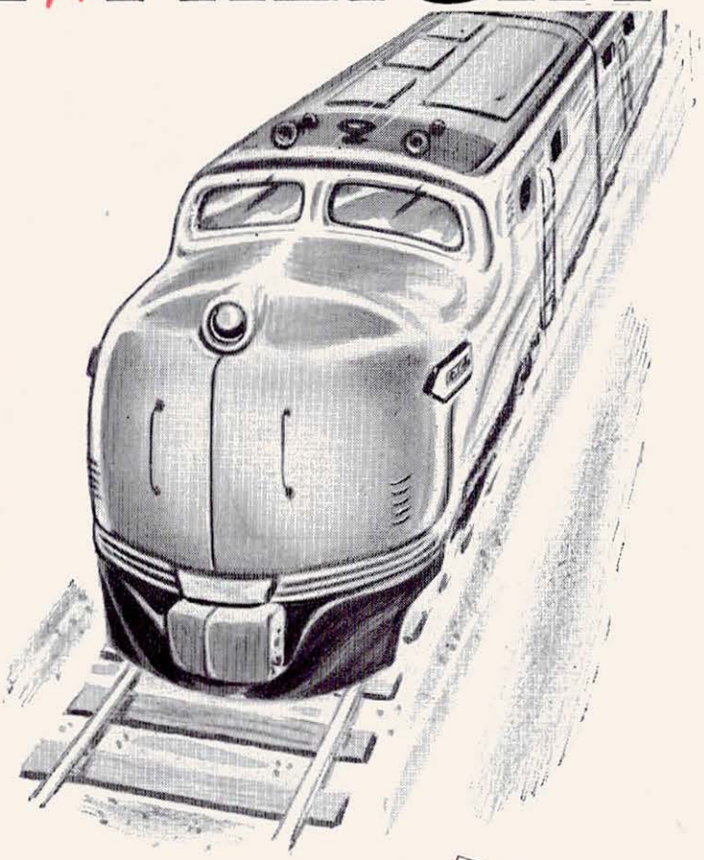
IT'S A FASTER FREIGHT. But it's not a "special." It doesn't turn the division upside down to get through.

How come?

It's a Bendix radio controlled train. Day in and day out from F.O.B. to delivery platform radio helps move freight faster. Freight classification is speeded. Better "meets" and changes of "meets" are made possible.

Break in twos are reduced. Breakdowns are made known instantly to the tower, to the wayside station as well as to all other trains in the vicinity.

(Incidentally a recent survey proved that break-in-two delays average 7½ hours lost for every train on the division where the breakdown occurs!)



Bendix CRC

Bendix Centralized Radio Control gives railroads its own "radio network." You don't have to scrap or duplicate any communication equipment you now have. Bendix CRC is integrated into your present system.

To find out how easy it is to get a Bendix CRC for partial or complete installation, write to the nearest address below. No obligation.

Write today for the new booklet that gives complete information about Bendix CRC, the great advance in Centralized Radio Control.

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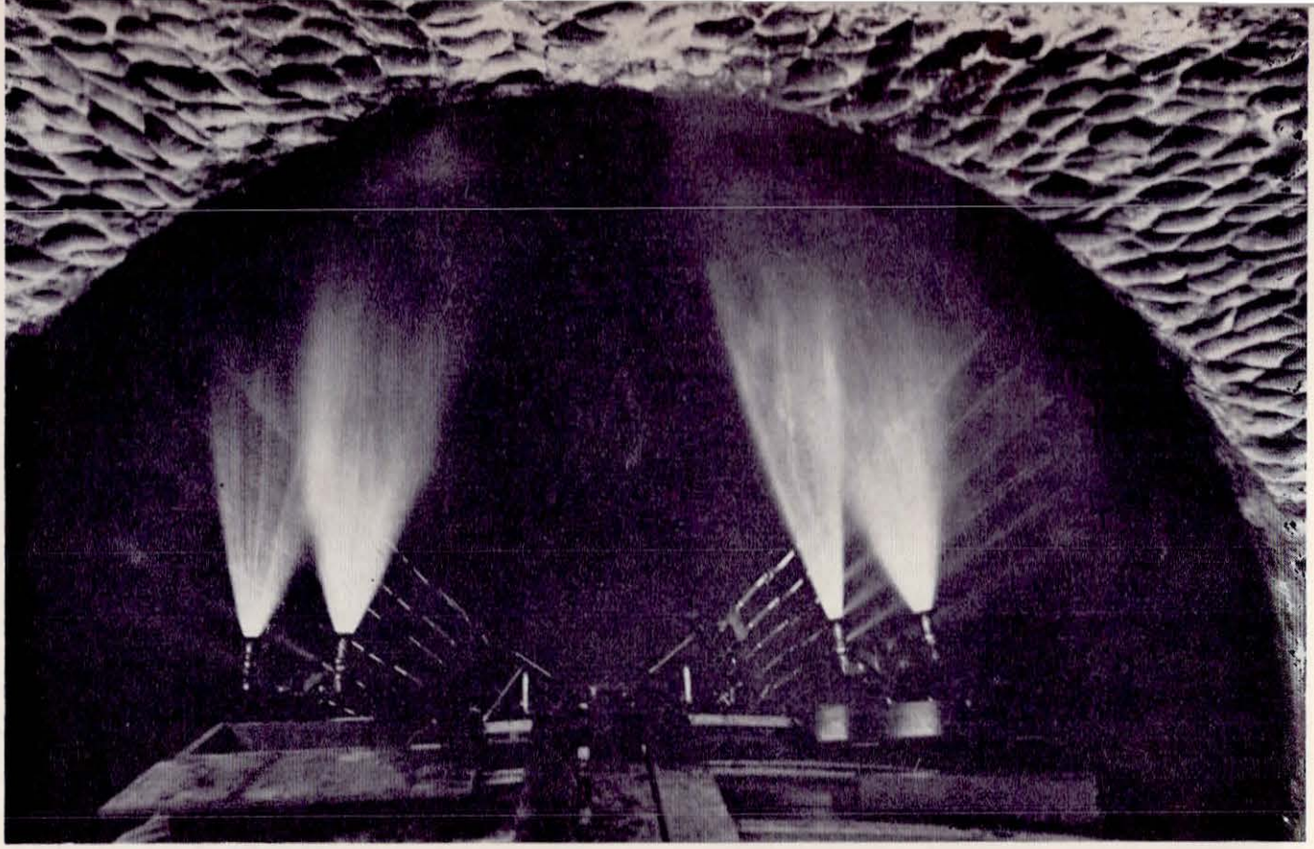
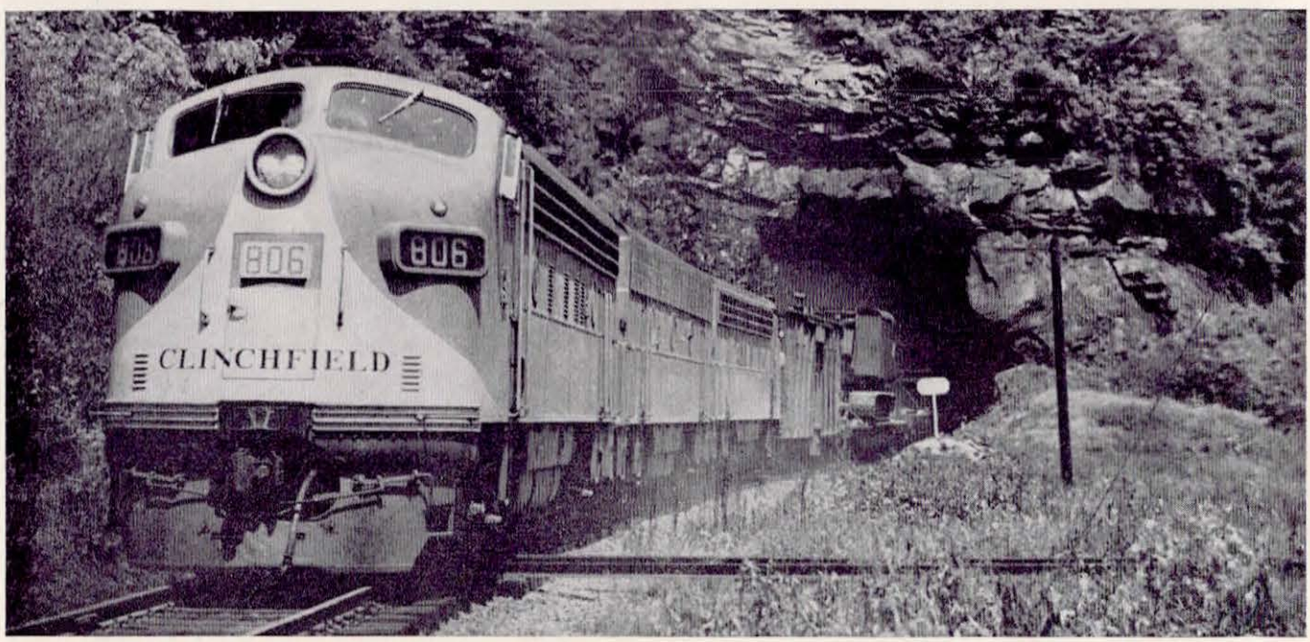


How Tunnel Linings Were Washed...



...For Cleaner Diesel Operation

By J. M. SALMON, JR., and W. A. BAKER

Dirt and diesels are not compatible. In fact, most locomotive builders' representatives will attribute any type of failure to either dirt or poor maintenance.

Filter maintenance has been a problem since the diesel locomotive made its first appearance on the American railroads. It is a controversial subject that has brought about many papers and general discussions. Various designs of filter elements have been offered to the railroads as the final answer to trapping dirt. Several different kinds of automatic washing and oiling machines, and a variety of industrial cleaning compounds, have been developed for servicing the filter elements.

Mr. Salmon is chief engineer of the Clinchfield and Mr. Baker is general diesel supervisor. Both have offices at Erwin, Tenn.

Much time and expense have gone into research concerning the different types of adhesives and filter coatings presently on the market. With all the effort and money that has been spent on the problem of filter maintenance, the filters still get dirty and the dirt still finds its way into the engines and around the moving parts of the locomotive components.

Sources of Dirt

We on the Clinchfield have sought ways to eliminate the dirt before it could reach the filters and subsequently find its way into the engines. This could be made possible only by eliminating the sources of the dirt, of which there are many along our right of way—such as cement plants; feldspar and mica grinding plants; crushed stone plants; shale and refuse from coal and mineral mines; numerous dirt roads adjacent and parallel to the track; and 55 tunnels aggregating 9.7 miles in length, which constitute 3.4 per cent of our main-line trackage.

The tunnels seemed to be our greatest source of dirt, because after 40-odd years the steam locomotive had left its mark. The crown sections were coated with a deposit of soot, fly ash and sand dust to a depth of from 1 to 3 in. The horizontal crevices of the unlined tunnels were covered with large quantities of loose abrasive dirt. Since diesel locomotives first began operating through the tunnels this dirt has been disturbed because, generally, the units are either under full power or full dynamic braking. As the cooling fans, brake blower fans, and exhaust disturbed this dirt the filters of trailing units picked up some of it and brought back to our filter-cleaning equipment that which had not passed through to the engine. Eventually the tunnels would have become self-cleaned to some extent by this operation, but it would have been a long and costly process.

Cleaning the Tunnels

In discussions prior to cleaning the tunnels, it was agreed that the most economical and practical method available would be to flush the crowns and walls of the tunnels with a large volume of water under pressure. To perform this operation, Spray Services, Inc., Huntington, W. Va., was engaged.

The equipment used by the contractor included a spray car, ten 8,000-gal. tank cars and two work-equipment box cars. Connected to the spray car were five tank cars ahead, two box cars, and five tank cars trailing. Both of the box cars were equipped with sloping skirts along the lower edges of the side sheets. These skirts were extended outward two feet to deflect the water and dirt into the ditch line to prevent fouling of the ballast. The spray car, which is normally used for spraying brush-killing chemicals along railroad right of ways, is equipped with two pumping units capable of delivering 180 p.s.i. at the nozzle under full load.

The cleaning operation was started at Marion tunnel, which is 1,073 ft. long and concrete lined. The first trip through the tunnel was made at 10 m.p.h. with the spray nozzles set perpendicular to the tunnel walls. The results were disappointing in that the sprays packed the dirt to the walls and the train speed was too great. We then set the nozzles at a 60-deg. angle to the walls and passed through again at 4 m.p.h. with better results. Subsequently three trips were made through each of the 55 tunnels, which are both lined and unlined.

At Sandy Ridge tunnel, which is 7,854 ft. long and concrete lined, we decided to make one trip through and let it soak overnight. This did not prove of any value as the dry dirt and concrete soaked up the water and it was still necessary to make three trips the next day. Sandy Ridge tunnel was our worst offender; since it is approximately 1½ miles long and on a 0.5 per cent grade, double-heading steam locomotives in the past had deposited large amounts of dirt on the lining. It is estimated that we washed out four tons of dirt from this particular tunnel and proportionate amounts from the other 54 tunnels. There are some spots left in the tunnels, but they are grease and oil soaked and will give no trouble.

In wet tunnels the cleanings were flushed away by natural flow in the side ditches. Dry tunnels had their ditch lines cleaned by section forces to avoid engines picking up the debris which had been washed down.

Much Knowledge Gained

This operation was tried on a purely experimental basis. Neither the railroad nor the spray company had attempted such work previously, and considerable knowledge was gained which will be beneficial in any future undertaking of this type. It was agreed that a higher water pressure than was available is required and that the arrangement of spray turrets on the conventional brush spray car is not best suited to this operation. Proper pressure, proper location of nozzles, and the proper type of nozzles will increase the efficiency. The contractor is interested in this problem and it is believed that this work can be carried on concurrently with brush or right-of-way spraying by stopping at a tunnel portal, clamping the nozzles in proper position, cutting out the chemical, increasing the pump pressure, and spraying through the tunnel with water.

It is estimated that we should realize a minimum of 3.4 per cent greater piston-ring life as the result of this work. This saving in one year exceeds the original cost of the tunnel washing, and any increase in the life expectancy of the piston rings above this percentage will be a net increase in savings. Certainly filter benefits will be derived, but no monetary value was placed on these benefits.

It is too early as yet to see the full results of this cleaning operation; however, it is possible to ride the rear cab of a four-unit consist through tunnels now without being covered with dirt. The maintenance-of-way department has benefited in that the rock tunnels can be scaled more easily and the removal of acid-bearing dirt will add to rail and track accessory life. We do know that our greatest source of dirt has been virtually eliminated, and, since the diesel itself is not altogether pure, this tunnel-washing operation may require repeating. There are many more sources of dirt which have yet to be eliminated, but we are on our way toward cleaning up the Clinchfield.

1933 UNITED STATES STEEL USS HIGH STRENGTH STEELS 1953

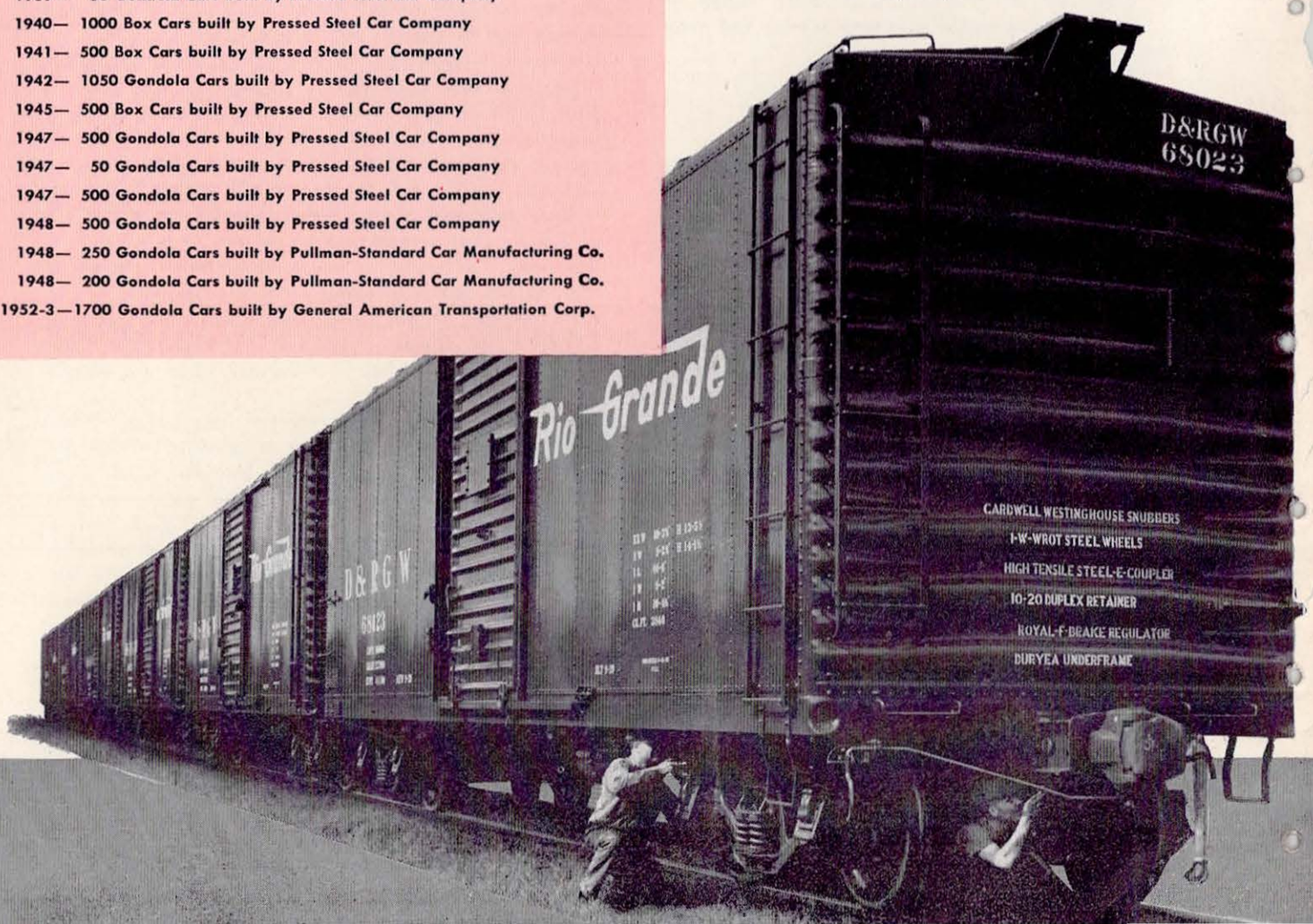
TWENTY YEARS OF PERFORMANCE

170,000 freight cars have been built

The Denver & Rio Grande Western has been a consistent user of U·S·S COR-TEN steel cars since 1939

1939— 400 Box Cars built by Pressed Steel Car Company
1939— 100 Auto Box Cars built by Pressed Steel Car Company
1939— 50 Gondola Cars built by Pressed Steel Car Company
1940— 1000 Box Cars built by Pressed Steel Car Company
1941— 500 Box Cars built by Pressed Steel Car Company
1942— 1050 Gondola Cars built by Pressed Steel Car Company
1945— 500 Box Cars built by Pressed Steel Car Company
1947— 500 Gondola Cars built by Pressed Steel Car Company
1947— 50 Gondola Cars built by Pressed Steel Car Company
1947— 500 Gondola Cars built by Pressed Steel Car Company
1948— 500 Gondola Cars built by Pressed Steel Car Company
1948— 250 Gondola Cars built by Pullman-Standard Car Manufacturing Co.
1948— 200 Gondola Cars built by Pullman-Standard Car Manufacturing Co.
1952-3—1700 Gondola Cars built by General American Transportation Corp.

SHOWN BELOW are a few of the original order of 400 50-ton box cars built in 1939 for the Rio Grande by Pressed Steel Car Company. Their fine appearance illustrates the adaptability of U·S·S Cor-Ten steel to the line production practices of leading car builders. Cars have a capacity of 3,840 cu. ft.; light weight, with wrought steel wheels, is 41,200 lbs.



better with U·S·S COR-TEN steel since 1933

. . . and Rio Grande has 7,300 of them in service or on order

● The 1700, 70-ton drop bottom gondola cars that General American Transportation Corporation is now building for the Denver and Rio Grande Western are the *fourteenth* lot of COR-TEN-built freight cars ordered by this railroad since 1939.

We cite these successive purchases of COR-TEN-built equipment not only because they speak for themselves as a tangible expression of satisfaction, but also because they are typical of what has been happening on leading railroads now using COR-TEN steel freight car construction.

As on the Rio Grande, one order for COR-TEN steel cars has led to another . . . and another . . . and another. In other words, practically all of the 170,000 freight cars built with U·S·S COR-TEN steel have been built on *repeat* orders—purchased *after* users have been able to judge from actual service records that COR-TEN steel construction offers them economic benefits that are unobtainable with other construction.

Cars built with this stronger, tougher, corrosion-resisting steel have proved their ability to carry more payload, to reduce operating costs, to keep maintenance costs low. They have thoroughly demonstrated that construction with U·S·S COR-TEN steel can be used to reduce weight without reducing stamina, serviceability or life.

As more and more COR-TEN-built cars have gone into service, their consistently superior performance has fully substantiated every claim made for U·S·S COR-TEN steel when it was first introduced 20 years ago.

It is for these reasons that "old-time" users continue to add COR-TEN steel cars to their lines and why each year more railroads are switching to construction with U·S·S COR-TEN steel.

UNITED STATES STEEL CORPORATION, PITTSBURGH · AMERICAN STEEL & WIRE DIVISION, CLEVELAND · COLUMBIA-GENEVA STEEL DIVISION, SAN FRANCISCO
NATIONAL TUBE DIVISION, PITTSBURGH · TENNESSEE COAL & IRON DIVISION, FAIRFIELD, ALA. · UNITED STATES STEEL SUPPLY DIVISION, WAREHOUSE DISTRIBUTORS
UNITED STATES STEEL EXPORT COMPANY, NEW YORK

UNITED STATES STEEL

(Continued from page 30)

has joined the **National Malleable & Steel Castings Co.**, railway division—sales, with headquarters in Richmond. **William F. Beven,** formerly of **Duncan & Beven,** manufacturers' representatives, who became associated with National Malleable's railway division—sales, in September 1953, has now been assigned to the Chicago office.

F. W. Lewis has been named engineering assistant to president of the **Chicago Railway Equipment Company,** at Chicago, while **John Holden** has been appointed chief mechanical engineer at that point.

Marcus Jackson, mechanical engineer—special duties of the South African Railways, has joined the **General Steel Castings Corporation** as assistant to vice-president—sales, at Granite City, Ill.

Harvey V. Eastling, assistant general manager of the **Link Belt Company** at San Francisco, has been named general manager at that point, succeeding **Ralph M. Hoffman,** retired.

George G. Prest has been appointed sales representative of the **Brandon Equipment Company,** at St. Paul, while **Richard Hunter Jenkins** becomes sales representative at Washington, D.C.

Abandonments

Authorizations

CANTON & CARTHAGE.—To abandon its operations over 10.3 miles of branch line between River Junction, Miss., and Koch. The segment, owned by King Lumber Industries, connects with the Canton's main line at River Junction. There has been little traffic over the line in recent years, and the lumber company decided to cancel the trackage rights agreement.

CHICAGO, MILWAUKEE, ST. PAUL & PACIFIC.—To abandon 2.7 miles of branch line, from Ladd, Ill., to the end of the branch at Cherry; also to abandon a 9.2-mile segment of line between Elk River Junction, Iowa, and Miles. Only eight carloads of freight moved over this latter line in the first half of 1953.

Also, to abandon a 17.5-mile branch from Port Angeles, Wash., to Disque. Only five shipments moved over the line between 1946 and 1951, when operations were suspended.

DENVER & RIO GRANDE WESTERN.—To abandon 1.2 miles of branch line in Huerfano county, Colo. The segment served a coal mine which was abandoned in March 1952.

LEHIGH VALLEY.—To abandon a 0.3-mile segment of branch line at Rochester, N. Y., to make room for a city parking area.

NEW YORK CENTRAL.—To abandon operation over a 2.9-mile segment of Erie trackage between Bossburg, Pa., and Morris Run. The Erie has been authorized to abandon the segment.

OSAGE.—To abandon its entire line from Foraker, Okla., to Lyman, 17.7 miles. The road served a gasoline plant which is suspending operations.

PACIFIC ELECTRIC.—To abandon a 5.2-mile segment of its so-called Highland line in San Bernardino county, Cal.

Also, to abandon rail segments totaling approximately 23 miles in Los Angeles, Cal. The PE is selling its passenger operating rights to Western Transit Systems, and the new company expects to substitute bus service for rail service as quickly as possible.

PITTSBURGH, CHARTIERS & YOUGHIOGHENY.—To abandon its so-called Painter's Run branch, from a point near Woodville, Pa., to Borland, 1.54 miles.

SAN LUIS VALLEY SOUTHERN.—To abandon its entire line, approximately 31.5 miles, from Jaroso, Colo., to a connection with the Denver & Rio Grande Western at Blanca. Division 4 found that present and prospective traffic did not warrant rehabilitation and continued operation of the line.

VISALIA ELECTRIC.—To abandon 4.4 miles of trackage in Tulare county, Cal. The line served a rock plant but the plant discontinued rail shipments in October 1952.

WEST JERSEY & SEASHORE (Pennsylvania-Reading Seashore Lines).—To abandon 3.7 miles of branch line, from a point near Leesburg, N. J., to the end of the line at Maurice River. Division 4 said present traffic is insufficient to warrant continuing the line in operation.

New Facilities

H&M to Have First Passenger Conveyor Belt

A contract to build the world's first passenger conveyor belt system, a 227-ft. "Speedwalk," has been awarded by the Hudson & Manhattan to the Goodyear Tire & Rubber Co., and the Stephens-Adamson Manufacturing Company. The system, to cost an estimated $50,000, will be installed in the ramp portion of the connecting tunnel between Erie Station and the H&M tubes at Jersey City, N.J. It is contemplated that installation will be completed between April and June, 1954.

New Boston Terminal Market Opened

The South Boston Terminal Market, a joint project of the New Haven and of the meat industries serving New England, was opened at Boston November 17.

Said to be the largest wholesale food terminal in the world, with a potential annual volume of $200 million, the new facility is located on a 190-acre tract formerly occupied by New Haven roundhouses at Southampton street and Massachusetts avenue. It is supported by a 40-acre bulk freight yard built by the railroad to provide convenient rail service for both inbound and outbound foodstuffs.

New York & Long Branch.—A new two-story brick passenger station will be built at Long Branch, N.J., to replace present stations at Branchport, Third avenue and West End. Construction, to start shortly after approval is received from the New Jersey Public Utilities Commission, is expected to be completed next summer. The new building will be 40 ft. wide and 80 ft. long and will be constructed just north of the present Third Avenue station, which will be razed. The other two stations will be sold for commercial purposes, along with other property owned by the railroad.

The road's operating, traffic and accounting offices will occupy the entire second floor of the new building. On the first floor will be the ticket office, waiting room, Railway Express Agency, baggage room, taxi facilities, Union News Company, and public rest rooms. The city of Long Branch has agreed to lease the parking area adjacent to the present station at a rental equal to the difference between present taxes on the station and adjacent parking lot and any increased taxes resulting from the new station. The city will take over operation of the parking lot on that basis.

Nearly seven acres of land will be available for commercial development under the proposed program, including the road's present office building and over four acres in Long Branch, as well as the Branchport and West End station properties.

Securities

Canadian National. — *Perpetual Debenture Stocks.*—Steps have been taken toward retirement of all outstanding perpetual debenture stocks issued by the Canadian Northern Ontario, the Canadian Northern Quebec, the Canadian Northern, the Quebec & Lake St. John, and the Canadian National Railway Company (successor by amalgamation to the Grand Trunk Railway Company of Canada). A letter has been sent to all holders of the securities offering to purchase the four per cent debenture stocks at a price of 100 pounds sterling per 100 pounds sterling par value, and the five per cent debenture stocks for 125 pounds sterling per 100 pounds sterling par value, interest being payable in each case to date of surrender. Holders of the stocks have until next January 31 to take advantage of the offer, which is part of a CNR program to consolidate its corporate structure.

Authorizations

LAKE ERIE, FRANKLIN & CLARION.—To issue $492,000 of first mortgage, 5 per cent bonds in exchange for a like amount of outstanding first mortgage bonds which mature December 1 1953. The road said it will not be able to pay off the existing bonds at maturity, and holders have agreed to the exchange. The new bonds will be paid off in semiannual installments over the next eight years.

SEABOARD AIR LINE.—To assume liability for $4,350,000 of series N equipment trust certificates, to finance in part 900 freight cars costing an estimated $5,835,330 (*Railway Age*, October 19, page 102). Division 4 approved sale of the certificates for 99.778 with interest at 3 per cent—the bid of Salomon Bros. & Hutzler and three associates—which will make the average annual cost of the proceeds to the road approximately 3.04 per cent. The certificates, dated November 15, will mature in 30 semiannual installments of $145,000 each, beginning May 15, 1954. They were reoffered to the public at prices yielding from 2.1 to 3.1 per cent, according to maturity.

Dividends Declared

BESSEMER & LAKE ERIE.—$3 preferred, $1.50, semiannual, payable December 1 to holders of record November 13.

CANADA SOUTHERN.—$1.50, semiannual, pay-

able February 1 to holders of record December 28.

CHESAPEAKE & OHIO.—common, 75¢, quarterly, payable December 31 ot holders of record December 1; 3½% convertible preferred, 87½¢, payable February 1 to holders of record January 7.

CHICAGO & EASTERN ILLINOIS.—50¢, payable December 31 to holders of record December 15.

CINCINNATI, NEW ORLEANS & TEXAS PACIFIC.—common, $4, semiannual, payable December 18 of holders of record December 4; 5% preferred, $1.25, quarterly, payable March 1, 1954, June 1, September 1 and December 1, to holders of record February 15, 1954, May 15, August 15 and November 15.

DELAWARE & BOUND BROOK.—50¢, quarterly, payable November 20 to holders of record November 13.

GULF, MOBILE & OHIO.—common, 50¢, quarterly, and 50¢ extra, payable December 15 to holders of record November 27; also 50¢ quarterly, payable March 12, 1954, to holders of record February 25; $5 preferred, $1.25, quarterly, payable June 10, 1954, and September 10, to holders of record May 21, 1954, and August 23.

KANSAS CITY SOUTHERN.—4% preferred, 50¢, quarterly, payable January 15 to holders of record December 31.

NEW YORK, CHICAGO & ST. LOUIS.—75¢, quarterly, increased, payable January 2 to holders of record November 27.

ST. LOUIS-SAN FRANCISCO.—62½¢, payable December 15 to holders of record December 1.

TENNESSEE, ALABAMA & GEORGIA.—50¢, payable December 21 to holders of record December 1.

VIRGINIAN.—62½¢, quarterly, payable January 4 to holders of record December 21.

Security Price Averages

	Nov. 17	Prev. Week	Last Year
Average price of 20 representative railway stocks	58.92	59.80	63.14
Average price of 20 representative railway bonds	90.98	91.25	93.21

Financial

New York Railroads Sign Long-Term Pier Leases

New long-term leases for 20 city owned piers have been signed by five railroads serving New York City from freight terminals located in New Jersey. The new leases, which are described as "the largest pier rental transaction in the history of the Port of New York," apply to the same piers which the railroads now use on a "hold-over" status from earlier leases which terminated some years ago.

Most of the new leases are for 10-year periods, with tenant's options to renew for an additional 10 years.

Railroads and piers involved, and aggregate annual rentals, are: Baltimore & Ohio—North River Piers 22, 23 and 66—$214,543.53; Erie—North River Piers 19, 20, 21, 48 and 67—$425,013.50; Lackawanna—East River Pier 26, and North River Piers 41 and 68—$188,437.57; Lehigh Valley—East River Pier 44, North River Pier 38, and float bridge between North River Piers 66 and 67—$141,479.70; and Pennsylvania—North River Piers 27, 28, 29, 49, 50 and 77—$674,457.71; total rentals $1,643,932.01.

New Jersey & New York.—*Reorganization.*—The I.C.C. has made minor modifications in the reorganization plan which Division 4 approved for this road earlier this year. Among the changes was one which removed a $91,000 claim of the state of New Jersey, for grade crossing work, from the "priority" claims. The commission also undertook to make the plan more "flexible" in connection with tax claims of New Jersey for the year 1938. The modified plan still provides that the Erie shall acquire the NJ&NY; and the value of the road to the Erie again was found to be $1,500,000 *(Railway Age*, April 13, page 22).

Railway Officers

ASSOCIATION OF AMERICAN RAILROADS.—Kennedy C. Watkins, an attorney in the U. S. Treasury Department, has been named to the newly created post of tax attorney of the A.A.R. at Washington, D. C.

CANADIAN NATIONAL. — **W. Arnold Kember,** assistant general freight traffic manager, sales, at Montreal, will retire November 30 under the pension rules of the company.

Rupert A. Rollo, assistant transport economist at Toronto for the provinces of Ontario and Quebec, has been named assistant transport economist for the system at Montreal. **J. C. Gardiner,** assistant transport economist, Montreal, succeeds Mr. Rollo at Toronto. **Donald F. Mills,** assistant transport economist, Atlantic region, has been promoted to regional transport economist at Moncton, N.B. **J. C. Burns** has been named assistant transport economist at Moncton and **James G. Small** becomes transport research assistant at Montreal.

MAINE CENTRAL. — **John F. Stanford** has been named signal engineer at Portland Me., as reported in

John F. Stanford

Railway Age October 12. Mr. Stanford was formerly assistant engineer of the New York Central at Springfield, Mass.

NEW YORK CENTRAL. — The following changes have been made at Syracuse, N.Y.: **W. V. McCarthy,** assistant general manager—personnel, appointed assistant general manager—labor relations; **H. F. Wolff,** assistant to vice-president and general manager, appointed assistant to general manager—management services; **R. J. Roche,** supervisor stations and transfers, appointed supervisor stations and motor service; **S. H. Denison,** assistant to general manager, appointed supervisor power and train operations; **S. M. Dwyer,** office assistant to general manager, named office supervisor; **G. E. Metcalf,** appointed district supervisor budgets and statistics and **F. W. Ryan,** named district supervisor contracts.

The title of **E. G. Overmire,** superintendent freight loss and damage prevention, has been changed to general supervisor freight loss and damage prevention, at New York. **E. G. Senger,** supervisor loss and damage prevention at Cleveland, has been appointed assistant general supervisor freight loss and damage prevention at New York. **E. K. Boyd** succeeds Mr. Senger at Cleveland. The title of **A. R. Schroeder,** assistant superintendent freight loss and damage prevention, has been changed to assistant general supervisor freight loss and damage prevention, Detroit.

PENNSYLVANIA. — **James C. Hassett,** chief clerk at Chicago, has been appointed district freight agent at Kansas City, succeeding **Harry H. Ramsay,** who has been transferred to Chicago. **Leo H. Dickman,** district freight agent at Milwaukee, has been named division freight agent at Columbus, Ohio. **Harry R. Bell,** district freight agent at Cincinnati, transfers to Cleveland to succeed **John R. Deming,** who replaces Mr. Dickman at Milwaukee. **Nathan W. Hawkes, Jr.,** traveling freight agent at Chicago, succeeds Mr. Bell as district freight agent at Cincinnati.

William K. Chapman

William K. Chapman has been promoted to western freight traffic

manager at Chicago, as announced in *Railway Age* November 16. Mr. Chapman was born in Crafton, Pa., and received his B.A. degree from Princeton University in 1933. He joined the PRR at Pittsburgh in 1935, serving in various freight station and yard offices. He became assistant general freight agent at Philadelphia in 1950, transferring to Pittsburgh later that year.

PITTSBURGH & WEST VIRGINIA.—Albert H. Graham, traffic manager—sales and service at Pittsburgh, has been named general traffic manager. **C. A. Thoma,** general eastern agent at New York, has been appointed traffic manager at Pittsburgh. Mr. Graham joined the P&W in 1938 in the transportation department and in 1943 transferred to the traffic department, where he served successively as special representative, assistant to president, assistant to vice-president in charge of traffic, and traffic manager—sales and service.

RAILWAY EXPRESS AGENCY.—Warren L. Serenbetz has been appointed chief engineer at New York (*Railway Age*, November 16). Mr. Serenbetz, who holds a degree of master of science in industrial en-

Warren L. Serenbetz

gineering, has been manager of the New York office of the A. B. Farquhar Company and consulting engineer with Emerson Engineers. During World War II he was an officer in the U. S. Navy.

RUTLAND.—The board of directors has, at his request, granted **Lawrence Richardson,** president of the corporation, a leave of absence, effective November 1. **Gardner A. Caverly,** vice-president, has been elected executive vice-president at Rutland, Vt.

SANTA FE. — J. J. Comiskey, chief of tariff bureau at Chicago, retired November 15, and has been succeeded by **N. H. Schulitz,** chief clerk in the tariff bureau at that point.

SOUTHERN FREIGHT ASSOCIATION.—John H. McMahan has been appointed assistant to chairman at Washington, D. C. Mr. McMahan has been a member of the Standing Rate Committee of this association for several years.

He will serve as liaison officer for Southern roads in the handling of changes sought by departments and agencies of the government in rate adjustments in which such railroads have an interest. In addition, he will perform such other duties as may be assigned to him by the chairman.

SOUTHERN PACIFIC. — K. P. Chinn, assistant executive vice-president at Houston, Tex., has been elected president of the Southern Pacific Transport Company of Louisiana, a subsidiary, succeeding **F. W. Hopkins,** who retired October 31. **J. E. Echols, H. D. Gray** and **J. F. Elliot** have been elected treasurer, assistant treasurer and assistant secretary, respectively, of the parent company, as well as of a number of subsidiaries.

J. W. Touchton has been named trainmaster at New Orleans, succeeding **J. D. Davis,** who has been promoted to assistant superintendent there, replacing **R. F. Wills.** Mr. Wills has been appointed terminal superintendent at New Orleans; in that capacity, he also succeeds Mr. Hopkins, who is retiring from the terminal superintendency as well as from the presidency of the SP Transport Company.

W. K. Smith, supervising accountant, has been appointed assistant to auditor of disbursements.

E. C. Kinnear has been named assistant valuation engineer at San Francisco, succeeding **W. J. O'Leary,** retired.

W. W. Hale, vice-president in charge of system freight traffic at San Francisco, will retire December 31. Mr. Hale entered railway service with the SP in 1901 as a general passenger office clerk at San Francisco. Subse-

W. W. Hale

quently, he became eastern car service agent, assistant to freight traffic manager, general freight agent and general traffic manager.

He was named vice president-system freight traffic in 1942.

TEXAS & PACIFIC.—J. O. Fraker, electrical engineer and diesel supervisor at Dallas, Tex., has been appointed to the newly created position of superintendent diesel and electrical maintenance at that point.

Allen W. Keating, commercial agent at New York, has been named general agent of a new traffic agency at Washington, D.C. Retiring as general agent at Philadelphia is **W. E. Hennessey,** who is being succeeded by **Ben Littman,** soliciting freight agent there.

UNION PACIFIC.—Elvin C. Rasmussen, general freight agent—rates at Los Angeles, has been named asasistant freight traffic manager—rates there, and has been succeeded by **Harold J. Buring,** chief clerk—freight department at Omaha. **Frederick L. Morgan,** general agent at Los Angeles, has been appointed general freight agent—sales there, while **James D. Malefyt,** general agent at Reno, Nev., transfers to succeed him. Named to replace Mr. Malefyt is **William M. Cunningham,** secretary to general freight traffic manager at Omaha.

VIRGINIAN.—G. T. Strong, Jr., general mechanical and air brake inspector at Princeton, W. Va., has been appointed master mechanic, New River division, at Elmore, W. Va., succeeding **C. G. Foster. John Marcroft,** supervisor of boilers and welding, succeeds Mr. Strong. The position of supervisor of boilers and welding has been abolished.

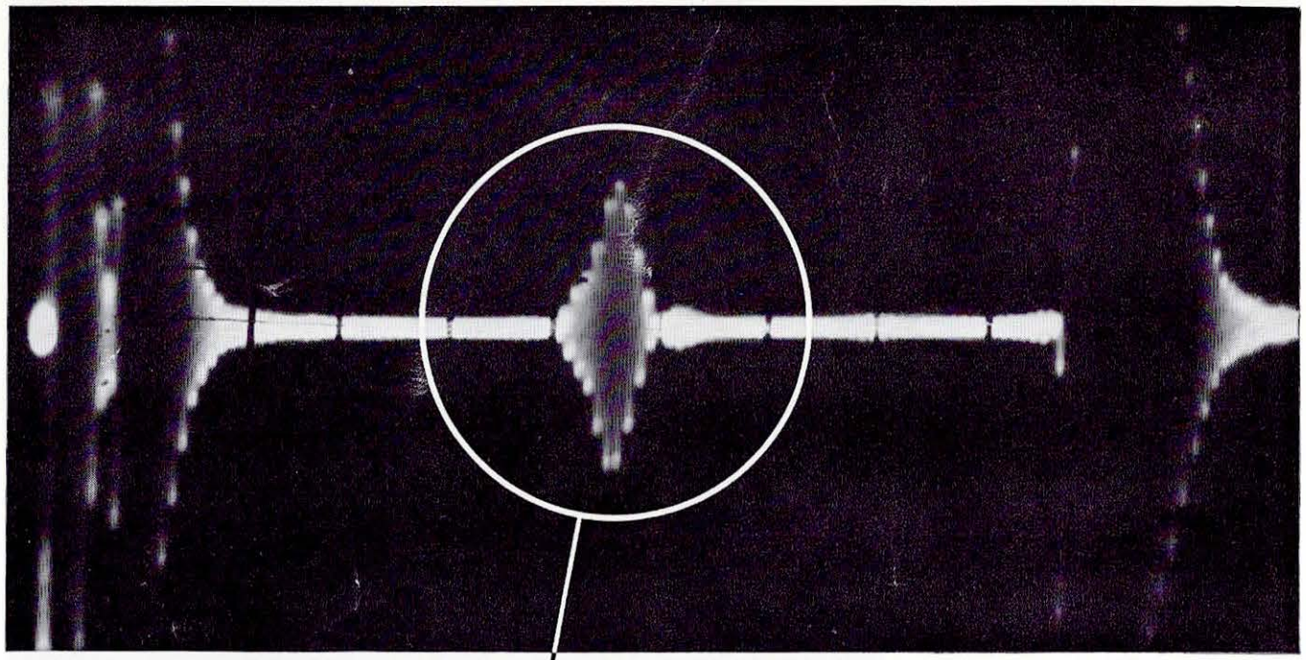
WESTERN MARYLAND.—C. A. Stokes has been appointed electrical engineer, maintenance of way and structures, and **R. R. Gunderson** has been appointed bridge and structural engineer, system, both with headquarters at Baltimore and reporting to chief engineer. Mr. Stokes was formerly field engineer, service engineering division, General Electric Company, Baltimore, and Mr. Gunderson was formerly assistant bridge engineer of the Southern at Washington.

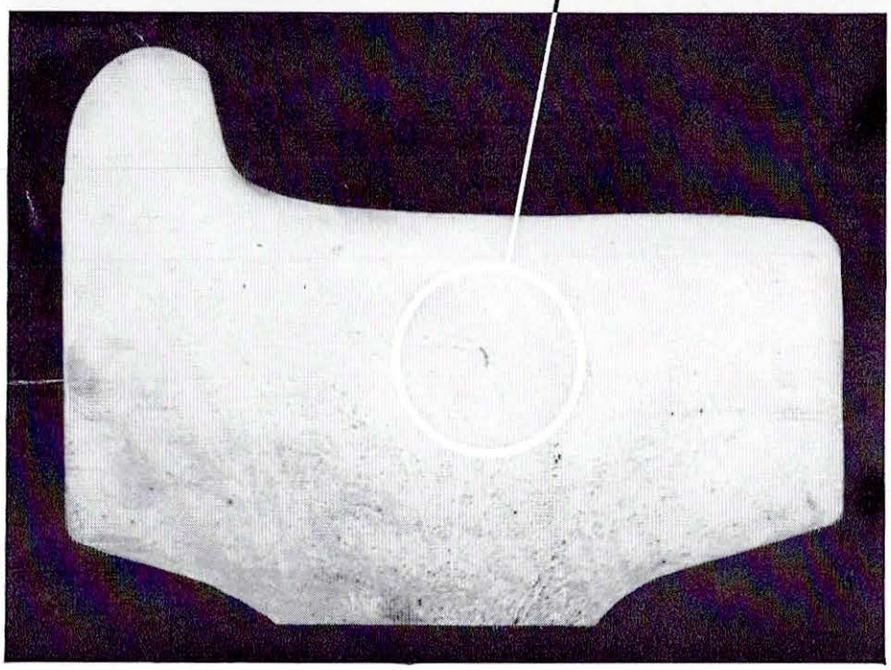
OBITUARY

Frederick L. Sears, former manager of the Bureau of Statistics of the **Boston & Maine,** died November 11 at Wakefield, Mass., after a short illness. Mr. Sears had retired September 7, 1952, after more than 52 years in railroad service.

John L. Homer, 81, who retired 10 years ago as general passenger agent of the **Lackawanna,** died November 6 at his home in Peekskill, N. Y.

Earl B. Moffatt, 63, retired assistant to president of the **Lackawanna,** died November 16 at Moses Taylor Hospital, Scranton, Pa.





This is what the Armco wheel inspector saw on the reflectoscope screen. Graduations on the screen located a discontinuity 3 inches in from the back face of the rim directly under the searching crystal.

Here's the actual wheel rim after taking a cross-section at the point where the discontinuity was indicated by the reflectoscope. This defect measures almost exactly 3 inches from the back face of the rim—just where the reflectoscope showed it would be.

The Diesel Wheel That Never Left The Mill

A progressive internal rim fracture might start at a discontinuity like the one shown in this reflectoscope test. Armco inspectors not only locate these discontinuities but determine their approximate size.

Armco research men who are checking the effectiveness of sonic testing are convinced of its reliability as a test method. Therefore, Armco recommends that all wheels for diesel service be sonic tested.

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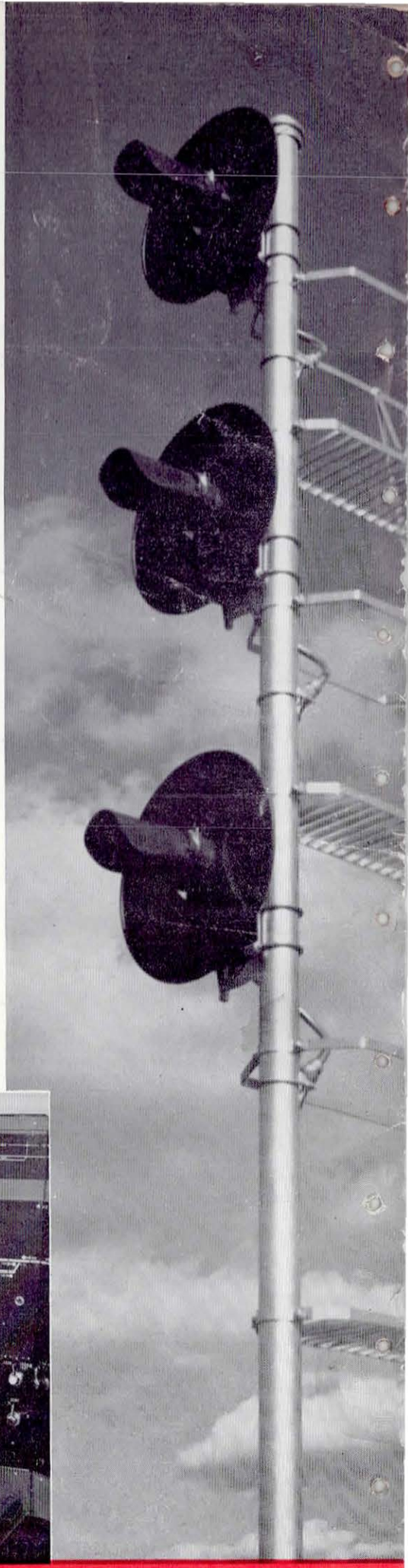
by using G-R-S Centralized Traffic Control

Reduce trackage. Convert to single track or reduce the number of sidings. Salvage of rails and ties can pay a large part of the first cost. Track maintenance cost is reduced. One railroad removed 10 sidings in 82 miles, another 16 sidings in 136 miles.

Consolidate. An eastern railroad combined 14 interlockings and block offices in 103 miles, saved $210,805 a year. Another road consolidated 6 interlockings in 39 miles.

Operate by signal indication. Gain efficiency, speed, and flexibility. A western road reduced train hours and operating expenses and saved $149,000 per year; the installation will pay for itself in 5 or 6 years.

G-R-S cTc can save you time and money. Ask your G-R-S district office for studies and estimates.



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